LOG OF THE AUXILIARY SCHOONER YACHT NORTHERN LIGHT

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C. PRINCE OF WALES

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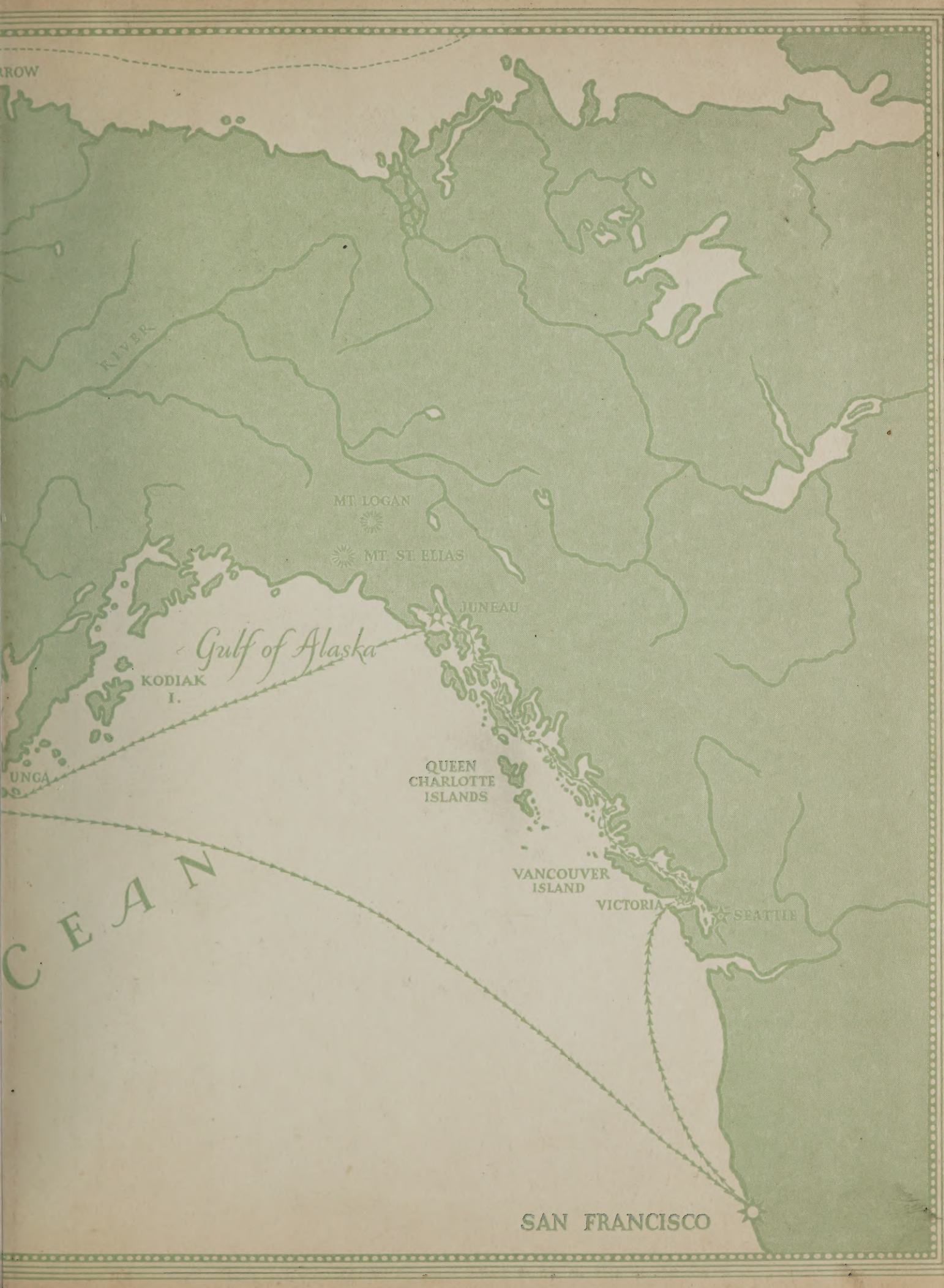
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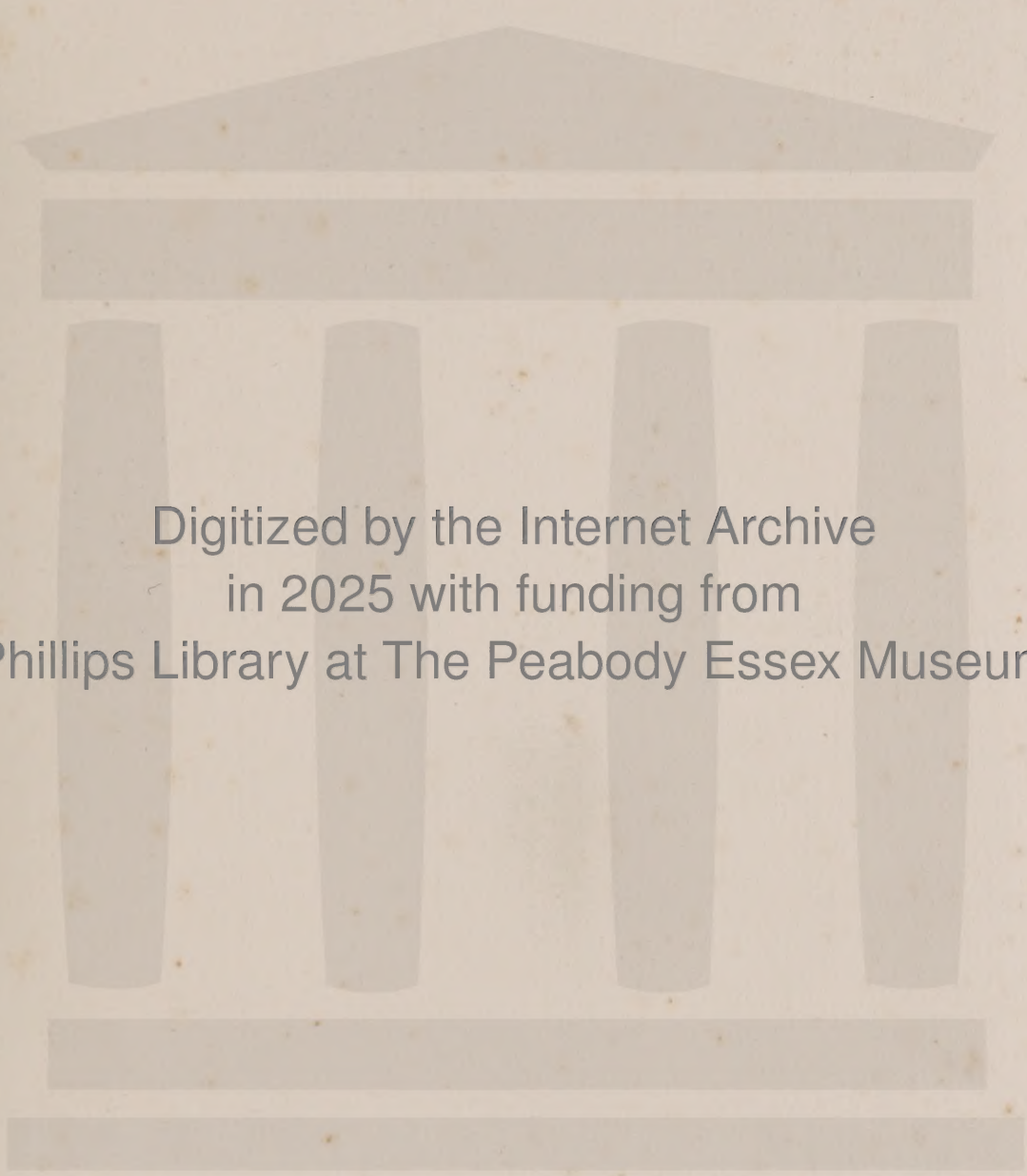
LOG OF
THE AUXILIARY
SCHOONER
YACHT
NORTHERN LIGHT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"Northern Light" in Canoe Bay

LOG OF
THE AUXILIARY SCHOONER YACHT
NORTHERN LIGHT

Commanded by

JOHN BORDEN, LIEUTENANT COMMANDER
U.S.N.R.F. RESIGNED, N.C., F.A.G.S., F.R.G.S., A.B.

Borden-Field Museum
Alaska-Arctic Expedition 1927

PRIVATELY PRINTED : CHICAGO : 1929

Box
998
B128

NORTHERN LIGHT

Length, over all	139 feet, 6 inches
Length, water line	107 feet, 1 inch
Draft	14 feet, 3 inches
Beam	30 feet
Gross Tons	247
Net Tons	168
Sail Area	7560 square feet
Fuel Oil	8900 gallons
Fresh Water	3280 gallons

THE LOG

Log of The Northern Light

FROM OAKLAND TO SEA AND RETURN

Zone +8 APRIL 18, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, April 18, 1927

TRIAL TRIP. Stood out through Golden Gate under power and sail. Strong NW wind. Port intermediate shaft proved to be out of true and bearing heated. Returned to Moore's Shipyard about 3 p.m. to go into drydock.

Log of The Northern Light

AT MOORE'S SHIPYARD—OAKLAND

Zone +8 APRIL 19, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, April 19, 1927

IN DRYDOCK at Moore's Shipyard, Oakland, bottom painted.

Intermediate shaft removed and trued up.

Log of The Northern Light

AT MOORE'S SHIPYARD—OAKLAND

Zone +8 APRIL 20, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, April 20, 1927

OUT of drydock at Moore's. Making final preparations to sail tomorrow.

In addition to crew the following guests slept on board:

Mrs. Borden
Mr. Lawrence Armour
Mr. Thomas J. Keane
Miss Frances Ames
Mr. and Mrs. John B. Casserly

Log of The Northern Light

FROM OAKLAND TO VICTORIA

Zone +8 APRIL 21, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3:10	2 3	280							
4		280							
5	14 3	280							
6:22	23	305							
7		305							
8	33	305							
9	40	305							
10	46 6	300							
11	51 4	300							
MID. 12	57	300							

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.* 38–05N
Long.	*Long.*	*Long.* 123–10W

Thursday, April 21, 1927

Log of The Northern Light

MR. J. C. BURGARD reported aboard and at 9:50 a.m. we cast off lines and steamed out of Oakland Estuary.

The Ship's Company, Guests, Officers and Crew being as follows:

JOHN BORDEN, *Master*, and MRS. BORDEN
WM. F. JOSEPH, *Executive Officer*
HARRY OLSON, *First Mate*
HANS DAHL, *Second Mate*
HENRY ERICKSEN, *Chief Engineer*
FRED STEPHAN, *Second Engineer*
R. W. HART, *Radio*

~~MR. and MRS. A. HENDRIKSEN.~~
~~*Cook and Stewardess*~~ W. H. Whatmough, Ste
OSCAR HAGBERG, *Special Engineer*
Representing Fairbanks-Morse

SEAMEN AND SEA SCOUTS

BRUNO G. ANDREWS
JOHNSTON T. POWERS
OTTO CARSTENSEN
JACK HOLBROOK
KENNETH MCCLELLAND
TED PURCELL
STEVEN RAM
JAMES RYAN

GUESTS

MR. and MRS. JOHN B. CASSERLY, *of San Francisco*
MISS FRANCES AMES, *of San Francisco*
MR. J. C. BURGARD, *of Burlingame*
MR. THOS. J. KEANE, *of New York*
National Director of Sea Scouts of America

10:30 a.m. to noon. Adjusting compasses.
3 p.m. Dropped pilot off Pt. Reyes.
3:15 p.m. Set the watch.

5–9 *p.m. Watch.* At 6:14 p.m. stopped S. Eng.
6:22 p.m. Pt. Reyes abeam. Changed course to 305 psc. to pass 8 miles W of Pt. Arena.
6:43 p.m. Started S. Engine.

9 *p.m. to* 2 *a.m. Watch.* 10 p.m. changed course to 300 psc.

Log of The Northern Light

FROM SAN FRANCISCO TO VICTORIA

Zone +8 APRIL 22, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	62 2	300	NW		30 14	Smooth	NW		
2	68	300							
3	74	300							
4	80	300							
5	85 9	300							
6		320							
7	98 7	320							
8	5 8	325			30 14			56	
9	11 8	325							
10	16 7	325							
11	22 6	325							
NOON 12	28 5	325			30 14				
12:40	33	330	NW	4		Choppy	NW		
2		330							
3		330							
4	50	330			30 11			62	
5		330							
6		330	NW	5					
7	61 1	260							
8	67	255			30 10			58	
9		255							
9:45	79	260							
11		260							
MID. 12	94	260			30 11			53	

8:00 A.M.	NOON	8:00 P.M.
Lat. 39–01N	*Lat.* 39–10–30N	*Lat.* 39–30–30N
Long. 123–58–30W	*Long.* 124–10–45W	*Long.* 124–28–30W

Friday, April 22, 1927

FIVE TWELVE A.M. Changed course to 320 psc.

7:05 a.m. Changed course to 325 psc.

12:40 p.m. Changed course to 330 psc. Fresh breeze and clear sky.

6:15 p.m. Too much head sea so headed off shore and set foresail and staysail.

Log of The Northern Light

FROM SAN FRANCISCO TO VICTORIA

Zone +8 APRIL 23, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		260	NW	3	30 11	Smooth		53	
2	9	260							
3		260							
4	20	265							
5		265							
6		265							
7		265							
8	45	260	NW	3	30 13	Smooth		55	
9		260							
10		260							
11		260							
NOON 12	69 5	260	NW	2	30 18	Smooth		58	
1		260							
2		260							
3		260							
4	91 5	260	NW	2	30 18	Smooth		56	
5		260							
6		260							
7		260							
8	24 8	260	NW	4	30 18	Smooth		54	
9		260							
10		260							
11		260							
MID. 12	50 9	260	NW	4	30 18	Smooth		54	

8:00 A.M.	NOON	8:00 P.M.
Lat. 39–32–30N	*Lat.* 39–37–30N	*Lat.* 39–40–48N
Long. 126–09–30W	*Long.* 126–41W	*Long.* 127–51–40W

Saturday, April 23, 1927

NE A.M. Wind and sea going down. Sky starting to cloud up.

1:30 a.m. Changed course to 265 psc.

8:00 a.m. Cloudy with fresh breeze. Set jib and mainsail in addition to foresail and staysail.

3:30 p.m. Going ahead on port engine with all plain sail set.

4:15 p.m. Going ahead on starboard engine with all plain sail set.

8:00 p.m. Clear sky and fresh breeze. Fog squalls but clear overhead. No fog after 11:30 p.m.

Log of The Northern Light

FROM SAN FRANCISCO TO VICTORIA

Zone +8 APRIL 24, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1	57	255	NW	2		Smooth			
2									
3									
4	76								
5									
6		260							
7									
8	104		NW	2	30 19	Smooth		63	
9	11 4	250							
10		10							
11									
NOON 12	30 3		NW	2	30 19	Smooth		64	
1									
2									
3									
4	61 9		NW	3	30 16	Smooth		57	
5	71 2	N							
6		10/270							
7		270							
8	89 9	270	NW	2	30 16	Smooth		55	
9		NW	Calm						
10		NW	Calm						
11		NW	Calm						
MID. 12	19 2	NW	Calm		30 14	Smooth		53	

8:00 A.M.	NOON	8:00 P.M.
Lat. 39–40N OBS.	*Lat.* 39–58–25N OBS.	*Lat.* 40–41N
Long. 129–36–30W OBS.	*Long.* 129–45W OBS.	*Long.* 129–39W

Sunday, April 24, 1927

LIGHT breeze and clear sky. Sailing as before using one engine.

10:00 a.m. Changed over from port to starboard engine.

10:20 a.m. Wind hauling to W so came around on port tack. Course 10° psc., log 20.

11:30 a.m. Full speed both engines.

4:00 p.m. Changed course to N psc. Fresh breeze from NW with fog squalls.

8:40 p.m. Calm again, but cloudy.

9:00 p.m. Beginning to clear up.

Calm the rest of the night.

Log of The Northern Light

FROM SAN FRANCISCO TO VICTORIA

Zone +8 APRIL 25, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	27	NW	O	O	30 10	Smooth		55	
2	34								
3									
4:45	48 5	330	W	I	30 10	Smooth		55	
5									
6									
7									
8	79		SE	I	30 06	Smooth		60	
9	86 5	340							
10									
11									
NOON 12	108 8		SE	I	30 08	Smooth		67	
1									
2									
3									
4									
5	47 1				30 00			60	
6									
7									
8	69 8		NE	I	29 95			56	
9									
10									
11									
MID. 12	101	34	NE	I	29 95			55	

8:00 A.M.	NOON	8:00 P.M.
Lat. 42–02N DR.	*Lat.* 42–23–30N OBS.	*Lat.* 43–18N DR.
Long. 130–17–30W OBS.	*Long.* 130–13W OBS.	*Long.* 130–05W DR.

Monday, April 25, 1927

SAILING and steaming as before.

Light variable winds during forenoon.

6:00 p.m. Rapidly falling barometer, wind clouds to westward.

7:00 p.m. Doused mainsail.

Winds remained light balance of night.

Log of The Northern Light

FROM SAN FRANCISCO TO VICTORIA

Zone +8 APRIL 26, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1	8	340	NE	1		Smooth			
2									
3									
4	31		Calm		29 80	Smooth		54	
5			SE	1					
6									
7									
8	61	N	SE	1	29 74			53	
9									
10									
11	80	10	SE	2					
NOON 12	88 4	15	SSE	2					
1									
2									
3									
4	108 6		SSE	2	29 68			52	
5									
6									
7									
8	29 5				29 68	Mod.	NW	52	
9			NW	4					
10			NW	4					
11			NW	4					
MID. 12	57		NW	4	29 75			49	

8:00 A.M.	NOON	8:00 P.M.
Lat. 44–40N	*Lat.* 45–05N	*Lat.* 45–34N
Long. 129–57W	*Long.* 129–13W	*Long.* 128–59W

Tuesday, April 26, 1927

Log of The Northern Light

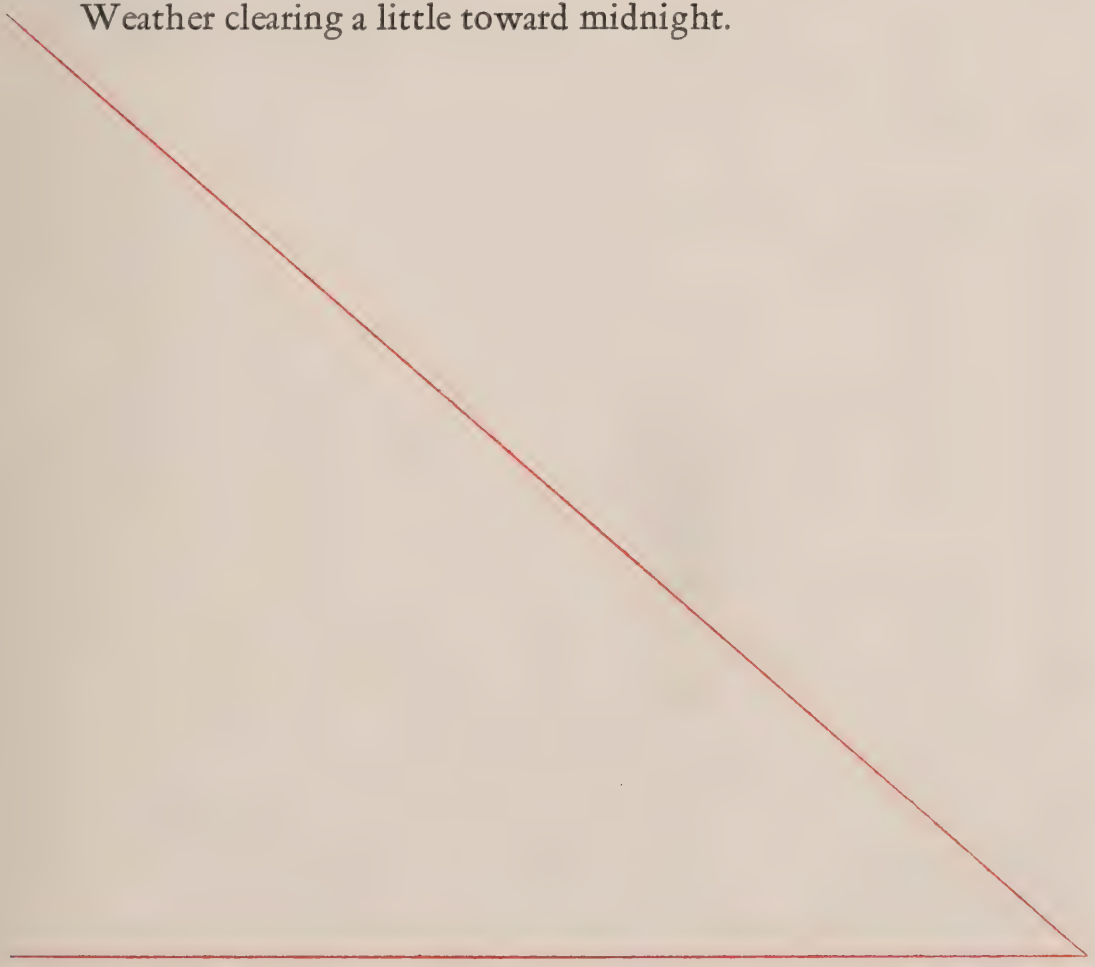
THIS day commenced with light breeze from NE and cloudy sky.

By 3:00 a.m. calm with light rain.

5:00 a.m. Light breeze and clearing, and so it continued with light variable winds and rain until

9:00 p.m. when a fresh breeze sprang up from the NW. Growing to a strong breeze, so took in all sails for the night.

Weather clearing a little toward midnight.



Log of The Northern Light

FROM SAN FRANCISCO TO VICTORIA

Zone +8 APRIL 27, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		15	NW	3		Choppy	W	48	
2									
3									
4	84 7	15	NW	3	29 75	Choppy	W	48	
5									
6			W	3					
7									
8	112	15	W	4	29 91			51	
9									
10									
11									
NOON 12	43 7		W	4	30 20			50	
1									
2									
3									
4	71 2	15	W	3	30 14			54	
5									
6									
7									
8	101	15	W	2	30 20			52	
9									
10		15/10							
11		10							
MID. 12	30	10	S	2	30 20			49	

8:00 A.M.	NOON	8:00 P.M.
Lat. 46–33N	*Lat.* 46–48N	*Lat.*
Long. 127–46–30W	*Long.* 127–17W	*Long.*

Wednesday, April 27, 1927

STEAMING as before on course 15 psc. Strong breeze and clear.

7:30 a.m. Set foresail, jib and staysail.

9:15 a.m. Set mainsail.

9:30 a.m. Squared away and stopped both engines.

By four (4:00 p.m.) breeze going down so rung up full speed on both engines, and at 6:30 p.m. took in all sail.

10:30 p.m. Changed course to 10 psc.

Log of The Northern Light

FROM SAN FRANCISCO TO VICTORIA

Zone +8 APRIL 28, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1	37 5	10	S	2	30 20	Big Sea	W	49	
2									
3									
4	61		SE	3					
5									
6									
7									
8	87 3		SE	3	30 14	Mod.		47	
9									
10	98 8	85							
11									
NOON 12	115		SE	3	30 12	Smooth		52	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, April 28, 1927

Log of The Northern Light

THIS day commenced with fog and rain squalls from SE.

5:08 a.m. Radio bearing Cape Flattery 275 true. Fresh SE wind, rain and big sea.

Rounded Flattery and stood up through Juan de Fuca Strait arriving off quarantine at 6:00 p.m. where doctor and pilot came aboard. After a few formalities proceeded to Esquimalt and tied up to dock at Yarrow's Yard at 8:45 p.m. All guests and Mrs. Borden left ship at 9:00 p.m.

Mr. H. T. Barnes of Rithet Consolidated came aboard and also Mr. Burns representing Customs and Mr. Keyes from Immigration Department.

Log of The Northern Light

FROM ESQUIMALT, B. C.

Zone +8 APRIL 29, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, April 29, 1927

T YARROW'S DOCK for minor repairs.

Log of The Northern Light

AT ESQUIMALT, B. C.

Zone +8 APRIL 30, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, April 30, 1927

AT YARROW'S DOCK as before.

Discharged cook and stewardess, Mr. and Mrs. Axel Hendricksen, for incompetence and took on Alphonse Canac, 5115 Panden St., Vancouver, Cook; Jos. T. Marquette, Cedar Hill Road, Victoria, Second Cook.

During day the vessel was inspected by Boy Scouts and Girl Guides of Victoria.

Log of The Northern Light

AT ESQUIMALT, B. C.

Zone +8 MAY 1, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, May 1, 1927

LYING alongside dock at Yarrows as before.

Weather cold and rainy.

Liberty at 10:00 a.m.

At 10:30 a.m. Lieut. Gov. Gen. Bruce came aboard and inspected ship. He was received by Lieut. Keane and six side boys.

Lieut. Keane left ship at 3:00 p.m. to return to New York.

Liberty party returned at midnight.

Log of The Northern Light

AT ESQUIMALT, B. C.

Zone +8 MAY 2, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E					53	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, May 2, 1927

LYING at Yarrows' Dock as before.

10:45 a.m. Capt. Borden left ship. Weather cloudy. Chronometers wound at 11:15 a.m.

J. Ryan.

12:00 noon. O. D. relieved by J. T. Powers. Capt. Borden came aboard at 2:30 p.m. Ashore again at 3:00 o'clock and aboard again at 4:00 p.m. Chow at 5:30 p.m.

Knocked off work at 5:30 p.m. Work during day consisted mostly of painting and coaling galley. J. T. Powers.

6:00 p.m. O. D. relieved by B. G. Andrews. Capt. Borden ashore at 6:30 p.m.

8:00 p.m. O. D. relieved by S. Ram. Capt. Borden aboard at 9:57 p.m.

Steven Ram.

12:00 midnight. O. D. relieved by K. McClelland. Liberty party aboard at 11:30 p.m. Light rain. Ted Purcell.

Log of The Northern Light

AT ESQUIMALT, B. C.

Zone +8 MAY 3, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			E×N	4				51	
2									
3									
4					30 . 14				
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, May 3, 1927

Log of The Northern Light

WEATHER unsettled with light rain.

At 2:30 a.m. tended lines. East wind died out towards 3:00 a.m. but soon came up again with occasional light rain.

KENNETH MCCLELLAND.

4:00 a.m. Went on duty at 4:00 a.m. Light wind from E below, but above the clouds indicate westerly wind. J. HOLBROOK.

8:00 a.m. Relieved Holbrook. Received 20 barrels fuel oil at 9:00 a.m. Workmen from Yarrows' fixed steering wheel. Chronometers wound at 11:15 a.m. and Capt. Borden went ashore. OTTO CARSTENSEN.

12:30 p.m. Relieved Carstensen. At 2:35 p.m. Capt. and Mrs. Borden came aboard. At 3:55 p.m. a troop of Girl Guides in charge of Mrs. Genge came aboard to see the ship. Occasional gusts of wind and rain.

T. PURCELL.

4:00 p.m. Cub Scouts or "Gnomes" came aboard to see ship. Capt. Borden went ashore at 5:30 p.m. Rain ceased but still cloudy.

8:00 p.m. to midnight. Capt. Borden came aboard at 9:15 p.m. Liberty party returned at 10:45 p.m. J. RYAN.

Log of The Northern Light

AT ESQUIMALT, B. C.

Zone +8 MAY 4, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, May 4, 1927

IX A.M. O. D. relieved by B. G. Andrews. 6:30 a.m. called all hands. 7:00 a.m. breakfast. 7:30 a.m. turned to painting.

B. G. Andrews.

8.00 a.m. Carpenters and workmen from yard on board. Capt. and Mrs. Borden, Miss Ames, and Mr. and Mrs. J. A. Rithet of Victoria, came aboard at 12:55 p.m. for lunch. Took cover off mainsail at 1:30 p.m. B. G. Andrews.

2:30 p.m. Commodore Harper of Royal Victoria Yacht Club and a party of seven came aboard.

3:00 p.m. All guests and visitors left ship.

5:00 p.m. Doused and furled mainsail which had been hoisted for drying.

5:15 p.m. A party of twenty-five Scouts from Victoria and Vancouver were shown over ship. J. Holbrook.

6:10 p.m. Capt. Borden ashore.

8:22 p.m. Capt. Borden aboard.

11:30 p.m. Northern Lights visible.

11:45 p.m. Liberty party returned aboard.

K. McClelland.

Log of The Northern Light

AT ESQUIMALT, B. C.

Zone +8 — MAY 5, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, May 5, 1927

LYING alongside Yarrows' Dock as before. Light northerly wind.

Capt. Borden went ashore at 9:00 a.m.

Capt. Borden and party were back on board at 1:50 p.m. Baggage arrived at 2:15 p.m.

Radio Corporation men made preliminary adjustments for calibration of radio direction finder.

11:30 p.m. Liberty party on board.

B. G. A.

Log of The Northern Light

AT ESQUIMALT, B. C.

Zone +8 MAY 6, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, May 6, 1927

T YARROWS' DOCK as before.

8:55 a.m. Captain went ashore. Taking on supplies.

11:15 a.m. Guests came aboard: Mr. and Mrs. R. B. Slaughter and Mr. and Mrs. C. B. Goodspeed, both of Chicago.

1:00 p.m. Left wharf and steamed out of harbor to correct radio compass.

Returned to Esquimalt and dropped anchor at 3:30 p.m.

Everyone aboard at 9:00 p.m. ready to sail in morning.

B. G. A.

Log of The Northern Light

FROM ESQUIMALT TO KETCHIKAN

Zone +8 MAY 7, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8					29 96			58	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, May 7, 1927

Log of The Northern Light

AT ANCHOR off Yarrows' Yard, Esquimalt, until 7:00 a.m. when started to heave in anchor.

7:15 a.m. Underway.

7:55 a.m. Rounded Ripple Point.

8:00 a.m. Steering to round Discovery Island.

10:00 a.m. Reef Point abeam; changed course to 320 psc.

11:30 a.m. Turn Point abeam; changed course to 350 true.

2:15 p.m. Steering 295 psc. to pass two miles E of Gabriola Reef.

5:20 pm. Gabriola Reef abeam; changed course to 276.

5:30 to 5:40 p.m. Starboard engine out of commission.

6:42 p.m. Entrance Island abeam.

Steering through the Straits of Georgia towards Seymour Narrows.

Light northerly breeze. Clear.

Log of The Northern Light

FROM VICTORIA TO KETCHIKAN

Zone +8 MAY 8, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			W		29 96			54	
2									
3									
4									
5									
6									
7									
8			W	1	29 96			53	
9									
10									
11									
NOON 12			W	3	30 00			58	
1									
2									
3									
4			W	3	30 06			58	
5									
6									
7									
8			W	4	30 07			52	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, May 8, 1927

ALERT BAY. This day commenced with clear weather and light northerly breeze.

Steering northward through Straits of Georgia.

5:15 a.m. Cape Mudge Light abeam.

6:15 a.m. Anchored in Duncan Bay in 12 fathoms to wait for slack water in Seymour Narrows.

Light NE wind and clear.

9:15 a.m. Heaving in anchor.

10:00 a.m. Steamed through Seymour Narrows which was as quiet as a mill pond.

Noon. Passing through Johnston Straits.

12:51 p.m. Rock Point abeam.

1:11 p.m. Ripple Point abeam.

During afternoon breeze freshened and it clouded up.

6:40 p.m. Boat Harbor Lighthouse abeam.

8:05 p.m. Hanson Island abeam.

8:25 p.m. Lewis Point abeam.

9:13 p.m. Anchored in Alert Bay with 45 fathoms of chain in 9 fathoms of water.

Fresh westerly wind from clear sky.

Log of The Northern Light

FROM VICTORIA TO KETCHIKAN

Zone +8 — MAY 9, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			NW	1	30 04	Smooth		48	
9									
10									
11									
NOON 12			NW	2	30 05			50	
1									
2									
3									
4			NW	2	30 06			49	
5									
6									
7									
8			NW	2	30 06			48	
9									
10									
11									
MID. 12			NW	2	30 04			50	

8:00 A.M.	NOON	8:00 P.M.
Lat. Broughton Strait	*Lat.*	*Lat.*
Long. Off Single Tree Pt.	*Long.*	*Long.*

Monday, May 9, 1927

CROSS QUEEN CHARLOTTE SOUND.

6:00 a.m. Weighed anchor and left Alert Bay under power.

10:00 a.m. Both compasses showing too much westerly deviation so adjusted them and took some of it out.

10:57 a.m. Scarlet Point abeam. Light breeze and partly cloudy sky.

5:33 p.m. Addenbrooke Point abeam.

8:00 p.m. Dropped anchor in Namu Harbor (Fitzhugh Sound). Port anchor — 60 fathoms chain in 25 fathoms water.

Log of The Northern Light

FROM VICTORIA TO KETCHIKAN

Zone +8 MAY 10, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			SW	2					
2									
3									
4									
5									
6									
7									
8			SW	2	29 92	Smooth			
9									
10									
11									
NOON 12			SW	2					
1									
2									
3									
4									
5									
6									
7									
8			SW	2	29 96			48	
9									
10									
11									
MID. 12			SW	2					

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, May 10, 1927

NAMU HARBOR TO KLEKANE INLET.

5:00 a.m. Started to heave anchor. Underway at 5:30 a.m.

8:04 a.m. Camp Island Light abeam.

8:33 a.m. Off New Bella Bella. Light breeze with rain and low clouds.

2:55 p.m. Sarah Island Beacon abeam.

5:15 p.m. Passing Swanson Bay. It is near here that "Ursus Kermodei" is found.

5:50 p.m. Khutze Inlet abeam.

7:45 p.m. Anchored for the night in Klekane Inlet in 15 fathoms water.

Light breeze and rain.

Log of The Northern Light

FROM VICTORIA TO KETCHIKAN

Zone +8 MAY 11, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			SE	2					
9									
10									
11									
NOON 12			SE	2	29 78				
1									
2									
3									
4									
5									
6			SE	4	29 76				
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, May 11, 1927

KLEKANE INLET TO KENNEDY ISLAND.

Underway at 6:30 a.m.

8:20 a.m. Kingcome Point abeam.

9:25 a.m. Point Cummings abeam. SE wind, rain and mist.

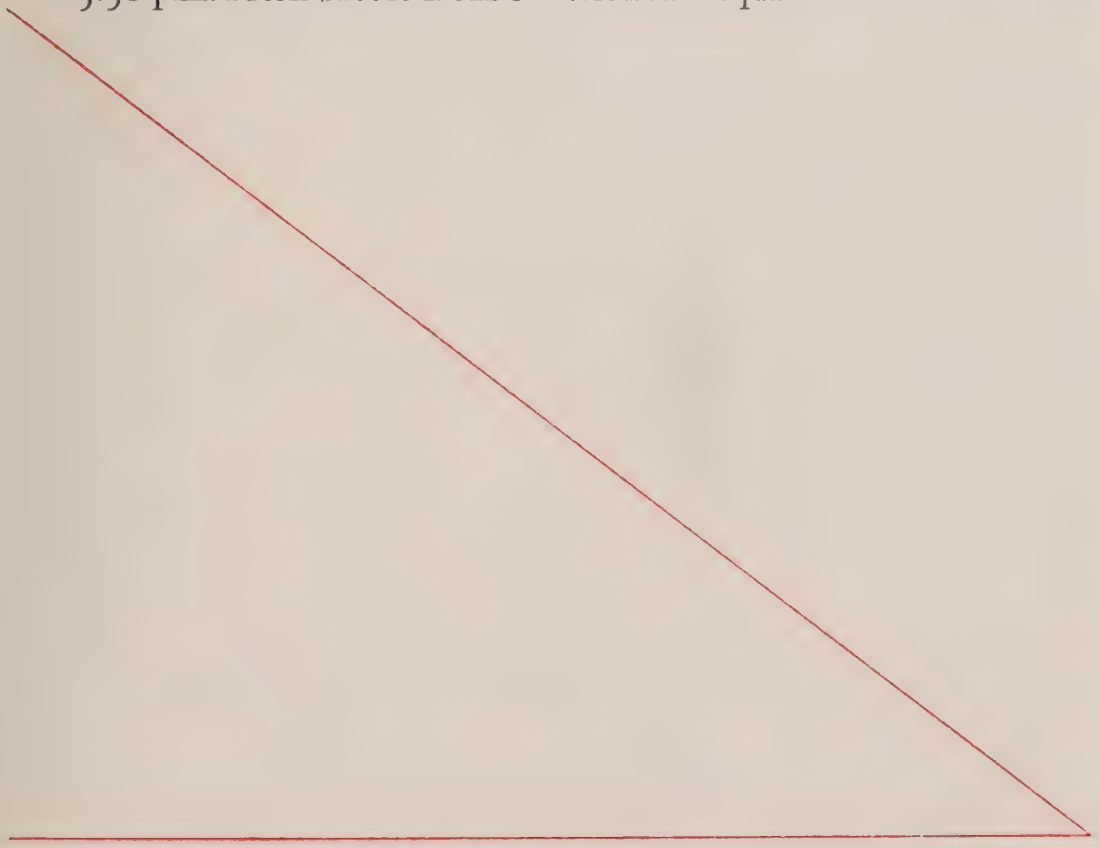
1:58 p.m. Klewnuggit Light abeam.

2:30 p.m. Sun came out and barometer stopped falling.

4:45 p.m. Watson Rock abeam.

5:00 p.m. Anchored one-half mile south of Kennedy Island in 6½ fathoms water.

5:30 p.m. Fresh breeze from SE with rain squalls.



Log of The Northern Light

FROM VICTORIA TO KETCHIKAN

Zone +8 — MAY 12, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1			SE	3	29 90				
2									
3									
4									
5									
6									
7									
8			SE	3	29 93			44	
9									
10									
11									
NOON 12			SE	3	30 10			45	
1									
2									
3									
4			SE	3	30 15			48	
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

At 12:00 noon set clocks back 2 hours, new zone +10.

Thursday, May 12, 1927

KENNEDY ISLAND TO KETCHIKAN.

Underway at 5:20 a.m. Stood out through Arthur Passage with fresh SE wind and cloudy sky.

7:30 a.m. Rachel Island abeam.

8:13 a.m. Lucy Island Light abeam.

8:38 a.m. Hogson Island whistling buoy abeam. Fresh breeze with light rain.

12:00 noon. Set clocks back two hours to 150th meridian time as per Time Zone Chart.

Cleared up during afternoon.

4:00 p.m. Dropped anchor off wharf at Ketchikan in 18 fathoms water. Fresh SE wind with heavy rain squalls.

Log of The Northern Light

AT KETCHIKAN

Zone +10 MAY 13, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, May 13, 1927

ANCHORED in Tongass Narrows off Ketchikan. Captain ashore early to enter vessel at Customs and to call at Immigration Office. Mr. Dobbs, Collector of Port and Immigration Offices, very courteous.

10:00 a.m. Weighed anchor and waited alongside dock for water.

Jos. P. Marquette (cook—Canadian) who signed on at Victoria, having been very seasick and complaining of pains in chest, was sent ashore to see a doctor.

Dr. Clark diagnosed his case as ulcer of stomach due to infected tonsils and bad teeth, and strongly advised sending him home, so bought him a ticket to Seattle on S. S. Admiral Rogers leaving tonight and gave him fifty dollars to help him out as he had drawn a month's pay in advance before leaving Victoria. J. B.

3:45 p.m. Left dock and anchored in stream again. Light easterly breeze, cloudy.

4:00 p.m. Signed on Gustave Watson (U. S. citizen) of Bainbridge Island (near Seattle) as cook at $150 a month.

Log of The Northern Light

FROM KETCHIKAN TO JUNEAU

Zone +9 — MAY 14, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			SE	I		Calm		45	
9									
10									
11									
NOON 12			E	I	30 20			49	
1									
2									
3									
4			E	I	29 88			47	
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

At midnight set clocks back 1 hour, new zone +9.

Saturday, May 14, 1927

CHANGED back to Juneau time = Zone +9 or 135th meridian.

Underway at 4:15 a.m.

6:15 a.m. Caamans Point abeam.

9:30 a.m. Narrow Point Light abeam.

11:50 a.m. Lincoln Rock abeam. Light breeze with rain.

1:55 p.m. Bushy Island abeam. Passing through Snow Passage. A tricky place with heavy tide rips.

5:25 p.m. Anchored for the night in Port Protection, Sumner Strait.

Log of The Northern Light

FROM KETCHIKAN TO JUNEAU

Zone +9 — MAY 15, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5		198	NW	1	29 90	Calm			
6		160							
7		160							
8		160	NW	1	29 96	Calm		46	
9		160							
10		160							
11		160							
NOON 12		274	NW	1	29 98	Calm		54	
1		325							
2		325							
3		325							
4		325	SE	2	30 02	Calm		52	
5									
6									
7									
8			Calm		30 06	Calm		50	44
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, May 15, 1927

ANCHORED in Port Protection, Sumner Strait, until 5:00 a.m. when started to heave in anchor.

Underway at 5:15 a.m. to round Cape Decision.

9:10 a.m. Rounding Cape Decision.

Notes on temperature since leaving Victoria: maximum, 64; minimum, 40.

7:16 a.m. Point St. Albans bell buoy abeam, distance 1 mile.

9:55 a.m. Cape Decision abeam, distance 1 mile.

11:20 a.m. Crowley Point Light abeam. Light breeze with heavy rain squalls.

12:50 p.m. Point Harris abeam, distance 3 miles.

3:17 p.m. Ellis Point Light abeam, distance 3¾ miles. Weather clearing up.

5:45 p.m. Kingsmill Point abeam, distance 3 miles.

7:00 p.m. Dropped anchor in Saginaw Bay—a beautiful little harbor. All hands went rowing or canoeing. Shot fine male Harlequin duck.

NOTE. Anchored in Halleck Harbor, Saginaw Bay.

Log of The Northern Light

FROM KETCHIKAN TO JUNEAU

Zone +9 — MAY 16, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4			None		30 09	Smooth		44	
5									
6									
7									
8			None		30 07	Smooth		55	
9									
10									
11									
NOON 12					30			55	
1									
2									
3									
4									
5									
6									
7									
8					29 80			51	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat. Off Pybus Point	*Lat.* Midway Point	*Lat.* Bishop's Point
Long.	*Long.* Abeam	*Long.* Abeam

Monday, May 16, 1927

ANCHORED in Halleck Harbor (Saginaw Bay) until

3:00 a.m. when got underway for Juneau. Calm and partly cloudy sky.

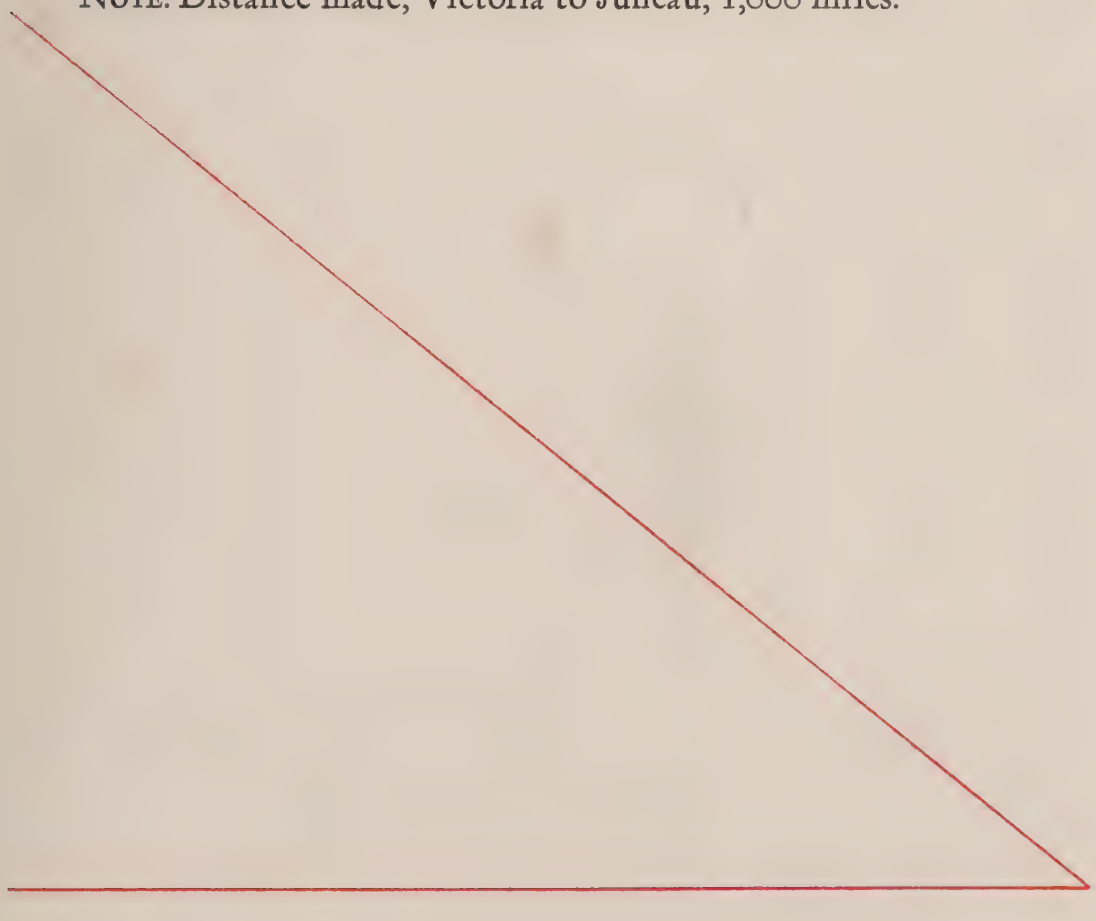
About 4:00 p.m. entered Taku Inlet.

6:15 p.m. Turned around at Taku Glacier and steamed out again.

8:00 p.m. Steaming up Gastineau Channel.

9:40 p.m. Anchored off Juneau. 45 fathoms chain in 18 fathoms water.

NOTE. Distance made, Victoria to Juneau, 1,000 miles.



Log of The Northern Light

AT JUNEAU

Zone +9 MAY 17, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			SE	3					
2									
3									
4									
5									
6									
7									
8			SE	3					
9									
10									
11									
NOON 12			SE	3	29 85			48	
1									
2									
3									
4									
5									
6									
7									
8			SE	3	29 90				
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, May 17, 1927

ANCHORED off Juneau until 2:00 p.m. when weighed anchor and went alongside dock to take on water and stores.

6:00 p.m. Left dock and anchored in stream. Wind and rain all day.

Capt. Borden went to pay his respects to Gov. Parks, Collector of Port McBride and Mr. Walker of Alaska Game Commission.

Log of The Northern Light

FROM JUNEAU TO UNGA

Zone +9 — MAY 18, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4			NE	1	29 80				
5									
6									
7									
8									
9									
10									
11									
NOON 12			NE	1	29 75			55	
1									
2									
3									
4					29 73			51	
5									
6									
7									
8			NW	1	29 72			49	
9	41 5	240							
10		240							
11									
MID. 12	61	240	WNW	2	29 72			48	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, May 18, 1927

ANCHORED off Juneau until 4:00 a.m. when weighed anchor and stood out of Gastineau Channel.

From 5:00 to 8:00 p.m. running slow speed trolling for king salmon. Miss Ames hooked a big one but it got away.

Steering various courses through Lynn Canal and Icy Strait. Passed Glacier Bay, etc. Swung ship for new compass deviation card.

9:13 p.m. Log 41.5. Course 240 psc. Cape Spencer on starboard beam, distant 2 miles.

11:00 p.m. Set foresail to steady ship.

Log of The Northern Light

FROM JUNEAU TO UNGA

Zone +9 — MAY 19, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		240							
2		240							
3		240							
4		240							
5	83	240	WNW	2					
6		240							
7		225							
8	108	225	WSW	3	29 73			48	
9		215							
10	120	215							
11		215							
NOON 12	135	215	WSW	3	29 86			48	
1		215							
2		215							
3		215							
4	61	215	WSW	3	29 94			48	
5		215							
6		215							
7		215							
8		215							
9	86	215							
10		215							
11		215							
MID. 12	111	215	WSW	2	30 10			45	

8:00 A.M.		NOON		8:00 P.M.	
Lat. 58–06N	DR.	*Lat.* 57–52–42N	OBS.	*Lat.* 57–28–30N	DR.
Long. 138–32W	OBS.	*Long.* 139–22W	DR.	*Long.* 140–42W	DR.

Thursday, May 19, 1927

WE ARE in Zone +10 but are keeping 135th meridian (Juneau) time for the present.

1:00 to 2:00 a.m. First mate reports seeing two moons, the second one larger and to left of real moon, somewhat hazy and blue, yellow and green in color, with a long tail extending east.

6:30 a.m. Mt. Fairweather bore 355 psc., log 97.5.

All lower sails set. Fresh breeze and clear sky.

4:00 p.m. Being now outside 3-mile limit (115 miles WSW of Cape Spencer) broke seals on liquor in accordance with instructions in letter from Collector of Port at Juneau.

JOHN BORDEN, Master.

Log of The Northern Light

FROM JUNEAU TO UNGA

Zone +9 — MAY 20, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1	19	210	WSW	2	30 16			44	
2									
3									
4	37								
5		240							
6									
7									
8	67	240	SE	2	30 16	Smooth		51	
9									
10									
11									
NOON 12	104	240	SE	3	30 12	Smooth		46	
1									
2		245							
3									
4	36	250	S	3		Mod.	S	46	
5									
6									
7									
8	58 9	250							
9		225			30 09	Mod.	S	45	
10			SSW	2					
11									
MID. 12	78	230	SSW	2	30 07			44	

8:00 A.M.	NOON	8:00 P.M.
Lat. 57–04N DR.	*Lat.* 57–02–30N OBS.	*Lat.* 57–07N DR.
Long. 142–40W OBS.	*Long.* 143–43–23W OBS.	*Long.* 145–35W OBS.

Friday, May 20, 1927

NE TWENTY A.M. Wind shifting to SW.

2:20 a.m. Full speed both engines.

3:30 a.m. Very light breeze. Lowered jib and staysail and flattened fore and mainsail.

4:00 a.m. Changed course to 240 psc.

7:00 a.m. Light breeze and clear sky. Set jib and staysail.

12:04 p.m. Fresh breeze and cloudy. Stopped engines. Log 104.6.

1:15 p.m. Log 114.5. Changed course to 245 psc.

3:40 p.m. Log 134. Changed course to 250 psc. Fresh breeze with rain squalls. Sea making up.

8:00 p.m. Breeze dying out and hauling aft.

8:45 p.m. Changed course to 245 psc., log 162.

11:25 p.m. Light breeze with rain squalls. Wind hauling ahead. Log 74. Changed course to 230 psc.

Log of The Northern Light

FROM JUNEAU TO UNGA

Zone +9 — MAY 21, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		230							
2									
3									
4	11	230	S	2	30 00			44	
5		225							
6									
7									
8	44	225	E	2	29 80	Mod.		44	
9		215							
10									
11									
NOON 12	72 4	215	ESE	2	29 65	Choppy		48	
1		215/300							
2		220	NW	7	29 66	R	SW	46	
3		220							
4	99	210	W	5	29 70	R	SW		
5									
6									
7									
8	24	210	SW×W	3	29 80	R	SW	44	
9		210							
10		200							
11		200							
MID. 12		200	SW×W	3	29 90	R	SW	45	

8:00 A.M.		NOON		8:00 P.M.	
Lat. 56–48N	DR.	*Lat.* 56–37N	DR.	*Lat.* 56–14N	DR.
Long. 148–07W	DR.	*Long.* 148–53W	DR.	*Long.* 150–07W	DR.

At 11 A.M. set clocks back 30 m. (½ hr.)

Saturday, May 21, 1927

FRESH breeze and cloudy sky with light rain squalls.

4:35 a.m. Log 16. Changed course to 225 psc.

8:00 a.m. Changed course to 215 psc. Light breeze with rain. Wind hauling aft so at 9:40 a.m. stopped both engines. Log 71.

11:47 a.m. Started up engines as wind hauling ahead. Light shifting winds with rain squalls.

1:50 p.m. Strong head wind (W). Took in jib and mainsail. Log 85, course 220 psc.

3:10 p.m. Log 93.5, course 210 psc. Going full speed ahead on both engines, on starboard tack with staysail and foresail set.

Breeze moderating but rough sea from SW.

Log of The Northern Light

FROM JUNEAU TO UNGA

Zone +9½ MAY 22, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		210	SW	4					
2									
3									
4	68 5		SW	4	29 84	Choppy	SW	44	
5									
6									
7									
8	89 7	210	SW	4	30 03	Choppy	SW	44	
9									
10									
11									
NOON 12	114 6	210	SW	4	30 18	Choppy	SW	44	
1									
2									
3									
4	37	220	WSW	4	30 22			44	
5		225/235							
6		230							
7		225							
8	60 3	225	W	5	30 28	R	W	42	
9									
10		230							
11									
MID. 12	82 6	237	W × N	6	30 34	R	W	40	

8:00 A.M.	NOON	8:00 P.M.
Lat. 55–30N	*Lat.* 55–21–30N OBS.	*Lat.* 54–59N
Long. 151–32W OBS.	*Long.* 152–07W OBS.	*Long.* 153–20W OBS.

At 10 A.M. set clocks back 30 m., new zone +10.

Sunday, May 22, 1927

THIS day commenced with a fresh breeze and cloudy sky. Steering course against a choppy sea.

8:00 a.m. Clearing up but big head sea.

12:22 p.m. Changed course to 215 psc., log 16.

3:00 p.m. Changed course to 220 psc., log 31. Wind hauling west.

9:30 p.m. Changed course to 230 psc., log 69.

10:20 p.m. Changed course to 237 psc., log 74.

Rough and big head sea. Fresh breeze and cloudy sky.

Log of The Northern Light

FROM JUNEAU TO UNGA

Zone +10 — MAY 23, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		237	WNW	3					
2									
3									
4	104 6	240	WNW	3	30 38	R	W	40	
5									
6									
7									
8	29 3	245	WNW	3	30 48	R	W	46	
9									
10		250							
11									
NOON 12	55	250	WNW	2	30 50	Choppy	W	50	
1									
2									
3									
4	81 6	250	WNW	2	30 56	Mod.	W	46	
5									
6									
7									
8	108 2	250	W	2	30 56	Smooth		44	
9									
10									
11									
MID. 12	32 2	250	W	2	30 06	S		43	

8:00 A.M.		NOON		8:00 P.M.	
Lat. 54–40	DR.	*Lat.* 54–32N	OBS.	*Lat.* 54–30N	DR.
Long. 155–07W	OBS.	*Long.* 155–53W	OBS.	*Long.* 157–10W	DR.

Monday, May 23, 1927

ONE-THIRTY A.M. Log 90.3 changed course to 240 psc. Fresh breeze, cloudy sky, choppy sea from West.

7:00 a.m. Log 23. Changed course to 245 psc. Fresh breeze, clearing, rough head sea.

9:00 a.m. Changed course to 250 psc. Wind and sea going down.

Light breeze and clear sky for rest of day.

Log of The Northern Light

FROM JUNEAU TO UNGA (SHUMAGIN ISLANDS)

Zone +10 MAY 24, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		250	W	3		Choppy	W		
2									
3									
4		250	W	3	30 62	Choppy	W	43	
5		290							
6									
7									
8									
9									
10									
11									
NOON 12	106	300	WNW	2	30 62	Smooth		52	
1									
2									
3									
4		355							
5									
6									
7		242							
8		260	WNW	2	30 62		S	48	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat. Simeonof I.	*Lat.* Atkins I.	*Lat.* Popof Strait
Long. Abeam	*Long.* Abeam	*Long.*

Tuesday, May 24, 1927

Log of The Northern Light

AT TWO A.M. Log 44. Sounding 150 fathoms, no bottom.

4:00 a.m. Log 53. Sounding 150 fathoms, no bottom. Fresh breeze from clear sky, choppy head sea.

At 4:00 a.m. changed course to 290 psc.

5:00 a.m. Simeonof Island in sight, bearing 328 true, log 58.4.

2:30 p.m. Castle Rock abeam, distant 1½ miles. Took in log.

6:03 p.m. Haystacks abeam, distant ½ mile.

7:33 p.m. Popof Head abeam, distant 1 mile.

8:45 Dropped anchor in Squaw Harbor, 15 fathoms water and 45 fathoms chain.

Distance, Victoria to Unga, 2,002 miles.

Log of The Northern Light

FROM SQUAW HARBOR TO UNGA

Zone +10 MAY 25, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SW	3	30 48			53	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, May 25, 1927

WEIGHED anchor at 8:00 a.m. and went alongside Shumagin Islands Fish Co.'s dock for water.

Met Mr. Alec Bradford and other officials of the company. This company has a trap off Kelly's Rock which is one of the best locations for salmon in all Alaska.

Left dock at 11:00 a.m. and steamed around point (20 miles) to Unga (Delarof Harbor) and anchored there at 12:30 p.m.

Squaw Harbor is the better harbor but most of the people live at Unga on account of the Apollo gold mine, now abandoned.

Judge Driffield, U. S Commissioner from this district came aboard.

Shore liberty given and parties went ashore to return Judge Driffield's call, arrange for guides for the brown bear hunt, and to see the sights.

All hands invited to a dance but as dance had not started by 11:00 p.m. we all went aboard. Up here dances commence about midnight and keep up until breakfast.

Log of The Northern Light

FROM UNGA TO PAVLOF BAY

Zone +10 MAY 26, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			S	3	30 20		S	43	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, May 26, 1927

THIS day commenced with fine, clear weather and light southerly wind.

Anchored off Unga as before.

At 3:00 a.m. Sent launch ashore to get guides and packers.

At 3:45 a.m. the following guides and packers came aboard:

Guides: Pete Larsen, Neketa Creveden, Albert Olsen, Mike Clipper and Robert Gould.

Packers: Carl Olsen, Louis Bernsten, Edmund Larsen.

Weighed anchor at once and got underway for Pavlof Bay.

5:37 a.m. West Head abeam, distant ½ mile.

9:58 a.m. Seal Cape abeam, distant 1½ miles.

10:55 a.m. Cape Tolstoi abeam.

12:05 a.m. Gull Island abeam, distance 1 mile.

12:30 a.m. Anchored in lee of Ivan Island, 45 fathoms of chain in 9 fathoms water, and immediately started bringing up tents, provisions, etc., to establish hunting camp on shore.

Fresh SE breeze and choppy sea, making it too rough to land on the beach opposite Ivan Island.

Log of The Northern Light

AT IVAN ISLAND, PAVLOF BAY

Zone +10 — MAY 27, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4			S	3	30 25				
5									
6									
7									
8									
9									
10									
11									
NOON 12			S	3	30 10			45	
1									
2									
3									
4			SE	5					
5									
6									
7									
8			SE	7					
9									
10									
11			SE	8	29 92				
MID. 12									

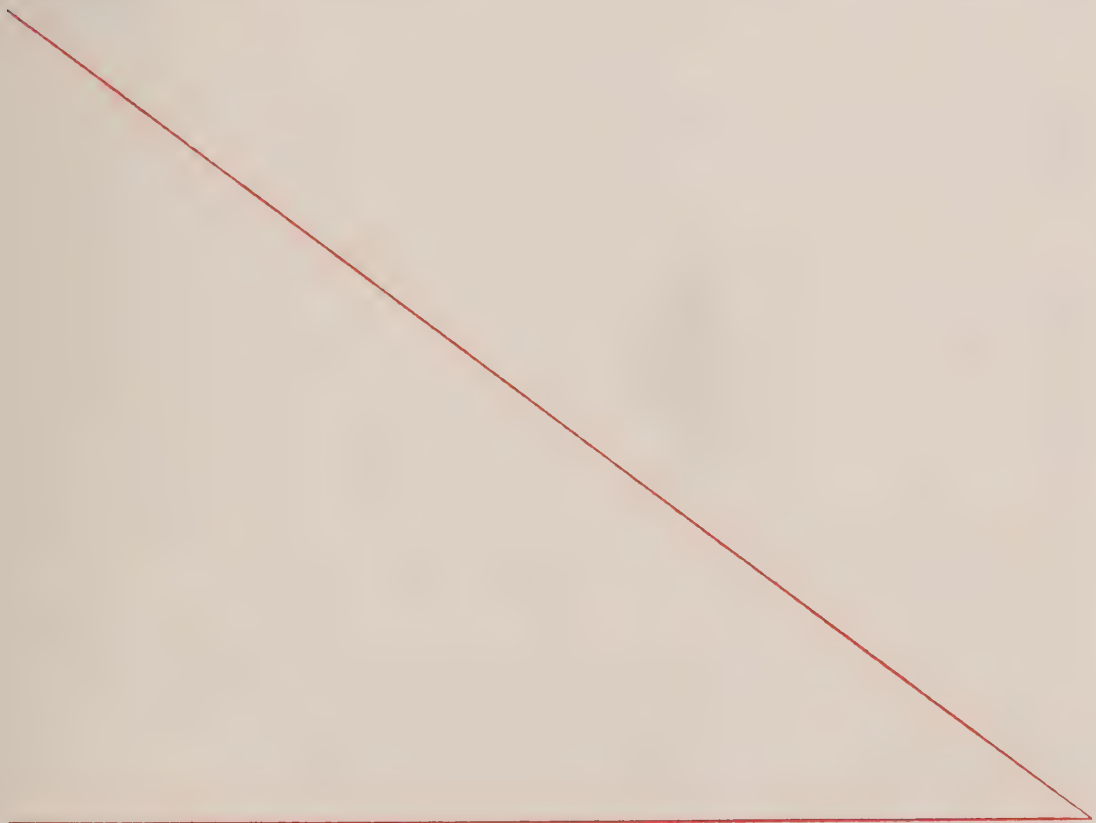
8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, May 27, 1927

ANCHORED in lee of Ivan Island as before. Fresh southerly breeze.

During day made several trips to shore with tents, provisions, etc., using launch and two dories. Equipment was landed with some difficulty on account of necessity of landing on a lee shore. However by night, guides, packers and most of equipment were safely ashore and camp started near the beach.

During the afternoon wind shifted from S to SE and increased in strength with falling barometer. By 11:00 p.m. it was blowing hard from SE.



Log of The Northern Light

FROM IVAN ISLAND TO CANOE BAY

Zone +10 MAY 28, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, May 28, 1927

NINE A.M. Mrs. Borden, Mr. and Mrs. Goodspeed, Mr. and Mrs. Slaughter, and Miss Ames with Steward and Andy landed on beach.

Weighed anchor at 10:15 a.m. and stood over to Canoe Bay.

12:15 p.m. Anchored in Canoe Bay off S shore in 15 fathoms of water.

2:00 p.m. Capt. Borden and three men left in launch to return to camp 20 miles distant on W shore of Pavlof Bay.

6:00 p.m. Launch returned to ship after landing captain. Fresh NW breeze with rain squalls and rising barometer.

Orders and instructions during our stay in camp while vessel is anchored in Canoe Bay:

1. Keep anchor watch day and night.

2. Hours for work and liberty: 8:00 a.m. to 12 noon, ship's work, all hands. 12 m. to 1:00 p.m., lunch; 1:00 p.m. to 5:00 p.m., ship's work, half crew, liberty other half.

3. No unnecessary work on Sunday.

4. Liberty parties to land only on S shore and not to go east of 161° 10′ W Long. See chart.

5. Shore parties to be on board by 10:00 p.m.

6. Launch not to be used except for necessary work.

7. Canoes not to be used at all.

8. No boat to leave ship without permission of officer of deck who shall enter same in log.

9. Mr. Stephan is in charge of launch engine.

10. Mr. Olsen will look after the chronometers.

[LOG CONTINUED ON NEXT PAGE]

Saturday, May 28, 1927—*Continued*

11 Sparks will collect news bulletins and send to camp by launch.

12. Launch will make trip to camp (weather permitting) on Wednesday, June 1, with news, messages and bread. On this and subsequent trips launch will be equipped with life jackets for each person, anchor and cable, sea anchor and oil for same, mast, sail and oars, provisions and water for three days, two fire extinguishers, engine tools, axe and matches, fog horn, compass and Verey pistol.

13. Capt. Joseph is in charge during my absence.

JOHN BORDEN, Master.

Seascout Crew

Log of The Northern Light

AT CANOE BAY

Zone +10 — MAY 29, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			WSW	1	30 04			56	
9									
10									
11									
NOON 12			WSW	1	30 04			60	
1									
2									
3									
4									
5									
6									
7									
8			WSW	1	29 96			52	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, May 29, 1927

TODAY commenced with a light SW wind and cloudy sky.

10:00 a.m. First and second engineers went ashore in dory.

11:00 a.m. Clocks and chronometers wound.

Weather same during afternoon. Half of crew ashore for liberty. Saw two bears. Caught some trout. Falling barometer.

Log of The Northern Light

AT CANOE BAY

Zone +10 — MAY 30, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			E	5	29 82	Rain		44	
9									
10									
11									
NOON 12			E	6	29 80	Squalls		46	
1									
2									
3									
4			E	8	29 77	Squalls		43	
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, May 30, 1927

THIS day commenced with a fresh easterly breeze and rain squalls.

Barometer falling and wind rising.

During afternoon blew a gale from E with heavy squalls.

Ship started to drag anchor so went ahead on engines and dropped starboard anchor. Slacked out to 75 fathoms on port anchor and 30 fathoms on starboard.

Gale continued all night.

Log of The Northern Light

AT CANOE BAY

Zone +10 MAY 31, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			E	8					
2									
3									
4									
5									
6									
7									
8			E	7	29 46			47	
9									
10									
11									
NOON 12			E	6	29 60			50	
1									
2									
3									
4			E	4	29 62			48	
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

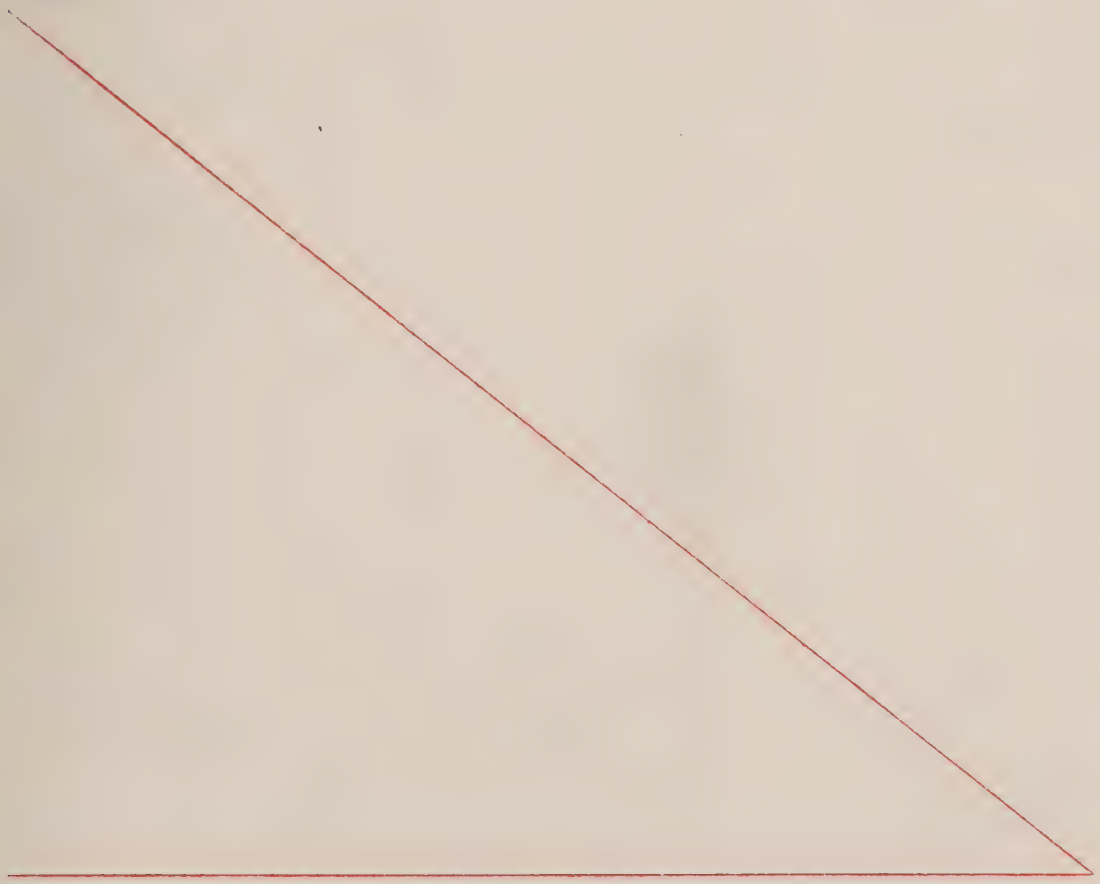
Tuesday, May 31, 1927

STILL blowing a gale from E, with choppy sea even in this landlocked harbor.

10:00 a.m. Wind abating and barometer rising.

During afternoon wind abated to a fresh breeze so were able to resume ship's work and send liberty party ashore.

Note. R. B. Slaughter shot a male bear measuring 10 feet, 3 inches. The only one seen so far by hunting party. This bear was killed 25 miles N of Pavlof Mt. and 10 miles E of Black Hills.



Log of The Northern Light

AT CANOE BAY

Zone +10 JUNE 1, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	3	29 45			47	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, June 1, 1927

AT EIGHT A.M. weighed anchor, went ahead on engines and re-anchored.

10:00 a.m. Sent motor launch, with 3 men, over to hunting camp.

6:00 p.m. Launch returned to ship.

Log of The Northern Light

AT CANOE BAY

Zone +10 JUNE 2, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1			SE	2					
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	3	29 78			48	
1									
2									
3									
4									
5									
6									
7									
8			SE	3					
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, June 2, 1927

ANCHORED in Canoe Bay as before.

Light SE wind with occasional rain all day.

Crew engaged in various ship's work and in checking up provisions.

Log of The Northern Light

AT CANOE BAY

Zone +10 JUNE 3, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			SE	2					
2									
3									
4									
5									
6									
7									
8			SE	2					
9									
10									
11									
NOON 12			SE	2	30 20			50	
1									
2									
3									
4									
5									
6									
7									
8			SE	3					
9									
10									
11									
MID. 12			SE	4					

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, June 3, 1927

TODAY commenced with the same light easterly breeze and rain, but clearing towards noon.

Put in day filling two dories with fresh water and towing out to ship. Took on 800 gallons.

4:00 p.m. Capt. Borden and Albert Olson, one of guides, came aboard, having rowed over from hunting camp 16 miles distant.

After supper Capt. Borden and guide Olson went off in canoe to look for bears, returning to ship at 11:00 p.m. No bears seen.

Log of The Northern Light

FROM CANOE BAY TO IVAN ISLAND

Zone +10 JUNE 4, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			SE	3					
2									
3									
4									
5									
6									
7									
8			SE	5					
9									
10									
11									
NOON 12			SE	6	29 96			45	
1									
2									
3									
4			SE	7					
5									
6									
7									
8			SE	8	29 62				
9									
10									
11									
MID. 12			SE	7					

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, June 4, 1927

Log of The Northern Light

AT SIX A.M. weighed anchor and stood over to Ivan Island.

9:00 a.m. Dropped anchor in lee of Ivan Island. 45 fathoms chain in 11 fathoms water.

By this time it was blowing hard from SE with fog and rain squalls so were unable to land on beach.

During day barometer fell and wind increased until by 8:00 p.m. it was blowing a gale from SE.

Started to drag anchor so went ahead and dropped other anchor.

At midnight the barometer had stopped falling and the wind seemed to be lessening.

Distance logged so far, 2,120 miles.

Log of The Northern Light

AT PAVLOF BAY

Zone +10 JUNE 5, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			NW	2					
9									
10									
11									
NOON 12			NW	1	29 56	Smooth		54	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

At noon set clocks back one hour, new zone +11.

Sunday, June 5, 1927

ANCHORED in lee of Ivan Island as before.

Went ashore with launch and two dories and evacuated shore camp. Shore party had been up all night on account of SE gale.

All on board by noon.

Set clocks back 1 hour from Kodiak time to Unalaska time.

Note. Maximum and minimum temperatures so far 37—65.

Weighed anchor at 2:30 p.m.

Entered Canoe Bay at 4:30 p.m. Going in saw good sized bear on beach.

Landed Pete Larsen, Nick Creveden, with two packers on north shore near a barrabaree to make ready a camp for Mr. and Mrs. Slaughter and Mr. and Mrs. Goodspeed.

At 9:00 p.m. anchored in head of Canoe Bay in 21 fathoms water. One of the best evenings we have enjoyed so far.

Distance to date 2,135 miles.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 6, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			W	4	29 24			42	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, June 6, 1927

ANCHORED in Canoe Bay.

Westerly wind, rain, and fog all day, so waiting for weather to clear so as to establish another camp for bear hunting parties.

In the afternoon landed Olson, Gould, Clipper and Edmund Larsen to establish a camp on south side of Canoe Bay.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 7, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	3	29 76			50	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, June 7, 1927

CANOE BAY as before.

In forenoon landed Capt. and Mrs. Borden, Miss Ames, Steward and seaman Powers on south shore of inner bay.

After lunch landed Mr. and Mrs. Goodspeed, Mr. and Mrs. Slaughter and seaman Ryan at north shore camp.

Afternoon liberty to half crew.

In evening Capt. Borden shot female bear measuring 8 feet, 3 inches.

Log of The Northern Light

AT CANOE BAY

Zone +11 — JUNE 8, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			E	7					
9									
10									
11									
NOON 12			E	5	29 10	Choppy		48	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, June 8, 1927

TILL anchored in Canoe Bay.

Blowing hard by 7:00 a.m. and anchor dragging so dropped port anchor and rode out storm with 45 fathoms chain on port anchor and 75 fathoms on starboard.

Blew hard all day with fog and rain squalls so unable to send launch on daily visit to camps.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 9, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E	2	29 02			46	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, June 9, 1927

ANCHORED in Canoe Bay as before.

In forenoon sent launch to both camps with provisions and news.

Took on fresh water using whaleboat and two dories.

Light easterly breeze and rain all day.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 10, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E	2	29 30			46	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, June 10, 1927

ANCHORED in Canoe Bay as before with same east wind and rain.

Launch broken down so sent whaleboat to both camps with news and provisions.

Steward and Powers returned from South Camp, and at 3:30 p.m. sent whaleboat for Mrs. Borden and Miss Ames who came aboard at 4:30 p.m., having had to evacuate their camp on account of rain.

The Captain and guide Olson have gone prospecting for bear up the river that runs into east end of bay.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 11, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E	2	29 50			47	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, June 11, 1927

Log of The Northern Light

THIS day commenced with same easterly wind, rain and fog. However cleared up a little during afternoon.

In afternoon landed Mrs. Borden and Miss Ames for an evening hunt.

Towing fresh water from shore with whaleboat and dories.

Launch visited both camps as usual.

Mrs. Borden and Miss Ames returned aboard at 10:00 p.m. having seen no bears.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 12, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	4	29 70	Choppy		56	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, June 12, 1927

NCHORED in Canoe Bay as before.

Same east wind with rain. Clear in the afternoon.

Launch made daily visit to both camps.

Mrs. Borden and Miss Ames went hunting at 1:00 p.m. and returned at 9:00 p.m. No luck.

Mrs. Slaughter shot female bear measuring 8 feet, 6 inches.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 13, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E	3	29 80	Choppy		47	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, June 13, 1927

ANCHORED in Canoe Bay as before with same fresh easterly wind, fog and rain squalls.

12:30 p.m. Capt. Borden and Albert Olson (guide) returned to ship. No luck. Saw one bear.

Motor launch made usual daily trip and Capt. Borden visited North Camp to see how hunters were getting on there.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 14, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	3	29 84	Choppy		48	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, June 14, 1927

ANCHORED in Canoe Bay as before. Fresh SE wind, rain and fog still with us.

Launch made usual daily trip to both camps during forenoon.

Miss Ames went ashore hunting at 1:00 p.m. but came back at 6:00 p.m. all wet.

Put in day washing and cleaning outside of ship.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 15, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			W	1	29 96			67	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, June 15, 1927

ANCHORED in Canoe Bay as before.

9:00 a.m. Landed Capt. Borden and guide Olson on south shore to go bear hunting.

2:00 p.m. Landed Mrs. Borden to go bear hunting.

Crew engaged in ship's work, painting topmasts, etc.

Good luck bear hunting today. Mrs. Borden shot one female measuring 8 feet and Mr. Slaughter also killed one about same size.

Capt. Borden returned to ship at 11:30 p.m.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 16, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E	4	29 40			48	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, June 16, 1927

ANCHORED in Canoe Bay as before.

Strong easterly breeze with rain and fog.

Launch made trip to North Camp during forenoon.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 17, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			W	2	29 36			46	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, June 17, 1927

ANCHORED in Canoe Bay as before.

Rain squalls again all day with fresh westerly wind.

Sent motor launch on usual trip to camps in forenoon, also landed Capt. Borden and guide Olson on north shore of inner bay.

At 2:00 p.m. landed Mrs. Borden and Miss Ames and guides Gould and Clipper on inner bay.

Coming back to ship motor launch broke down.

Picked up hunting parties with whaleboat. All on board by 10:00 p.m. No bear today.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 19, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			W	3	29 40			55	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, June 19, 1927

NCHORED in Canoe Bay with rain and fog and fresh westerly wind.

In forenoon landed Capt. Borden and party on north shore inner bay. Back at 8:30 p.m. No bear.

Log of The Northern Light

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 20, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E	3	29 48			53	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, June 20, 1927

STILL anchored in Canoe Bay. Fresh easterly wind with rain squalls.

Last day of hunting season.

After lunch landed Capt. Borden, Mrs. Borden, Miss Ames and three guides at end of inner bay.

Mrs. Borden wound up the season by shooting two bears.

Log of The Northern Light

AT CANOE BAY

Zone +11 JUNE 21, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			NW		29 50			53	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, June 21, 1927

ANCHORED in Canoe Bay as before with light NW wind and rain squalls.

Commenced breaking up camps.

Mr. and Mrs. Slaughter and Mr. and Mrs. Goodspeed came back aboard ship.

In afternoon brought aboard guides, packers and equipment from south shore, also part of equipment from North Camp.

RESULTS OF BROWN BEAR HUNT

Mr. Slaughter	3
Mrs. Slaughter	2
Mr. Borden	2
Mrs. Borden	3
Miss Ames	1
Total	11

Had seven licenses permitting killing of three bears each or a total of twenty-one bears.

Log of The Northern Light

FROM CANOE BAY TO KING COVE

Zone +11 JUNE 22, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			W	1	29 56	0	0	50	
9									
10									
11									
NOON 12			NE	1	29 66	0	0	49	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, June 22, 1927

UNDERWAY at 4:30 a.m.

Sent launch to North Camp to get guides and balance of equipment there.

At 6:00 a.m. Launch alongside and everyone aboard.

6:30 a.m. Standing out of Canoe Bay into Pavlof Bay, going through pass at High Water Slack.

A fine morning.

7:35 a.m. Round Island abeam.

9:16 a.m. Black Rock abeam.

12:15 p.m. Illiasik Island Light abeam.

2:30 p.m. Tied up alongside Pacific American Cannery dock at King Cove.

Commenced taking on water for which company made no charge.

Tansil and party with Revell-Field Museum Expedition on board small gas boat also here.

Captain and party went ashore to call on Mr. and Mrs. Morgan, Superintendent of Cannery.

Father Hotovidsky (Russian Priest and Postmaster of Belkofski) came aboard.

Mr. and Mrs. Morgan and son on board for dinner.

Distance logged to date:

San Francisco to Victoria	1250 miles
Victoria to King Cove	2190 miles
Total	3440 miles

Log of The Northern Light

AT KING COVE

Zone +11 JUNE 23, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	2	30 08			50	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, June 23, 1927

STILL alongside dock at King Cove. Light SE wind.

Sent bear skins ashore to be shipped to Field Museum.

Paid off guides and packers.

Engaged in various shipwork. Crew given two hours off in forenoon to visit cannery which was in operation.

Mr. Morgan gave us seven King Salmon totaling 155 pounds in weight.

Log of The Northern Light

FROM KING COVE TO E. ANCHOR COVE

Zone +11 JUNE 24, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SW	4	29 45	Choppy		50	
1									
2									
3									
4			SW	5		R			
5									
6									
7									
8			SW	5					
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, June 24, 1927

ALONGSIDE dock at King Cove until 10:00 a.m. when forced to leave by fresh SW breeze, with rain and fog, which blew up the bay.

Anchored at 10:15 a.m. in King Cove. Both anchors down.

By 3:00 p.m., weather having moderated somewhat and fog having lifted, weighed anchor and stood out of King Cove heading for Ikatan Peninsula, Unimak Island.

During afternoon it breezed up and began to blow hard from the southwest so at 10:00 p.m. we dropped anchor in East Anchor Cove (Ikatan Peninsula) Unimak Island. Both anchors down in ten fathoms water.

Log of The Northern Light

AT EAST ANCHOR COVE

Zone +11 JUNE 25, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	3	29 35	Choppy		47	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, June 25, 1927

LYING at anchor in East Anchor Cove waiting for better weather to round Unimak Island.

Fresh southeast wind from cloudy sky all day.

Log of The Northern Light

AT EAST ANCHOR COVE

Zone +11 JUNE 26, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SW	2	29 40	Swell		50	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, June 26, 1927

AT ANCHOR in East Anchor Cove as before waiting for weather to clear up.

Light southwest wind with rain and fog all day.

Log of The Northern Light

FROM EAST ANCHOR COVE TO UNALASKA

Zone +11 — JUNE 27, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			S	2	29 50	Swell		46	
9		233							
10									
11									
NOON 12			S	2	29 53	Swell		50	
1									
2									
3									
4			S	2	29 55	Swell		50	
5									
6		250							
7		255							
8			W	1	29 65	Smooth		46	
9									
10									
11:30		236							
MID. 12			SW	1	30 18	Smooth		40	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, June 27, 1927

AT ANCHOR until 9:00 a.m. when got underway and stood around Cape Pankof heading along south side of Unimak Island for Unimak Pass.

9:30 a.m. Cape Pankof Light abeam.

Light southerly breeze. Encountered heavy swell after rounding Cape Pankof.

Noon. Cape Lazaref abeam four miles off.

Light breeze from clear sky but rolling heavily in big SE swell.

6:40 p.m. Promontory Hill abeam.

7:16 p.m. Scotch Cap Lighthouse abeam.

11:30 p.m. Akun Head abeam five miles off. Changed course to 236 psc.

Log of The Northern Light

FROM EAST ANCHOR COVE TO UNALASKA

Zone +11 JUNE 28, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		236	SW	1		Smooth			
2									
3		205							
4		170	SW	1	30 18			47	
5									
6									
7									
8			SW	1					
9									
10									
11									
NOON 12			SW	1	30 16			50	
1									
2									
3									
4			SE	2	30 14			49	
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, June 28, 1927

STEAMING towards Unalaska.

At 3:00 a.m. changed course to 205 psc. and at 4:25 a.m. to 170 psc.

At 6:45 a.m. dropped anchor in Iliuliuk Harbor (Unalaska) in ten fathoms water.

At 3:00 p.m. weighed anchor and went alongside Alaska Commercial Company's dock (Unalaska).

Liberty for half crew.

Capt. Borden ashore to call on Capt. Cochran, Commandant of Bering Sea Patrol Force.

Capt. Cochran and Mr. Strauss (in charge of Alaska Commercial Company) came aboard for dinner.

Log of The Northern Light

AT UNALASKA

Zone +11 JUNE 29, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	2	30 10			55	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, June 29, 1927

LONGSIDE Alaska Commercial Company's wharf, Unalaska, taking on following supplies.

250 gallons lubricating oil, 250 gallons gasoline, 6 tons coal, 2 crates cabbage, 1 sack carrots, 2 crates potatoes, 100 lbs. butter, 50 lbs. lard, 50 lbs. Crisco and 1 steer (800 lbs.) killed for us today at 80 cents a pound.

Landed the two Meramac Canoes with outboard motors and also one Old Town canoe, taking aboard another whaleboat brought up here for us by Capt. Pedersen in the trading schooner "Patterson."

U.S.C.G. "Haida" arrived this morning; also Stabens and Friedmans "Emma" and Capt. Brandt in a small thirty-ton schooner bound for Herschel Island.

Crew of "Haida" challenged our crew to a baseball game and Jack Holbrook challenged "Haida" to a wrestling match.

A. Canac, our chef, has been complaining of an old rupture. I advised him to see a doctor, there being two here, but he refused to do so.

Results of Sporting Events:

Baseball, "Haida" 13—"Northern Light" 6

Wrestling, won by Holbrook of "Northern Light."

Boxing, won by Carstensen of "Northern Light."

Capt. Shea of "Haida" came aboard for dinner.

Log of The Northern Light

FROM UNALASKA TO DUTCH HARBOR TO BOGOSLOF ISLAND

Zone +11 — JUNE 30, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4			SE	1	29 90	Calm		60	44
5									
6									
7									
8			NE	1	29 98	Calm		48	
9		248							
10									
11									
MID. 12	45 5	248	SW	1	29 98	Calm		47	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, June 30, 1927

ALONGSIDE dock at Unalaska taking on supplies until 2:00 p.m. when cast off lines and went alongside oil dock at Dutch Harbor.

Took on 3,500 gallons diesel oil and 1,500 gallons water at five cents a gallon. First time anyone in Alaska has charged us for water.

At 7:45 p.m. left Dutch Harbor for Bogoslof Island.

At 8:30 p.m. met "Charles Brower" bound for Unalaska.

9:50 p.m. Wislow Island abeam, distant two miles. Set course 248 psc. for charted position of Bogoslof 44 miles away.

The weather which has been fine all day continued so until midnight.

Log of The Northern Light

FROM BOGOSLOF TO ST. GEORGE ISLAND

Zone +11 JULY 2, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		320	S	3		Choppy	SE		
2									
3	29		S	3	29 90			44	
4									
5									
6									
7									
8	49	320	S	3	29 86	Choppy	SE	46	
9		320							
10									
11	64 2	318							
NOON 12	75		SE	3	29 86	Choppy	SE	48	
1									
2									
3		N	SE	1	29 86	Smooth		48	
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, July 2, 1927

Log of The Northern Light

TODAY commenced with heavy fog and choppy sea, so at 5:00 a.m. signalled for slow speed and took soundings as follows:

5:00 a.m., 70 fathoms.

5:50 a.m., 50 fathoms.

6:45 a.m., 45 fathoms.

8:00 a.m., 20 fathoms and changed course to 230 psc. Light breeze and heavy fog. We are near St. George Island, but can't see it in fog, so standing on and off at slow speed waiting for fog to lift.

9:10 a.m. Weather clearing, full speed ahead.

10:25 a.m. Dalnoi Point, St. George Island abeam, distance 1.5 miles, so changed course to 318 psc.

2:48 p.m. Otter Island abeam, distance 2 miles, but St. Paul's Island hidden in fog. Steamed around in fog until 4:00 p.m., but unable to see anything, so anchored in 10 fathoms water. Position by DR. and radio bearings about three-fourths mile SW of Tolstoi Point, St. Paul's Island.

Waiting for weather to clear. Set anchor watch.

Log of The Northern Light

AT ST. PAUL'S ISLAND

Zone +11 JULY 3, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			E	1	30 06	Smooth		48	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, July 3, 1927

LIGHT easterly breeze, heavy fog. At anchor as before.

At 8:30 a.m. Capt. Borden went off in launch to try to locate St. Paul's Island (not yet seen) and to determine just where we are.

The Captain returned in three-fourths of an hour having determined our position, so weighed anchor at 9:30 a.m. and re-anchored off village about 11:30 a.m.

Parties ashore after lunch to visit Seal Rookeries.

Our baseball team went ashore to play with island team (mostly naval radio operators) and were defeated.

Delivered four cases alcohol from Bureau of Fisheries Agent at San Francisco to Bureau of Fisheries Agent here, and took receipt for same.

Log of The Northern Light

ST. PAUL'S ISLAND TOWARDS NOME

Zone +11 JULY 4, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			SE	2	30 06	Smooth		43	
9									
10									
11									
NOON 12			E	2	30 06	Smooth		46	34
1									
2									
3									
4			E	2	30 07	Smooth		46	
5									
6									
7:50	3 1	248							
8	4 3	W	E	3	30 08	Smooth		43	
9:31	16 1	345							
10		345							
11		345							
MID. 12	34	345	E	3	30 06	Choppy		42	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, July 4, 1927

AT ANCHOR in English Bay, St. Paul's Island, as before.

Starboard watch ashore on liberty at 8:15 a.m. Back aboard ship at noon.

Light breeze and fog.

Port watch given shore liberty during afternoon. All on board at 5:00 p.m.

7:11 p.m. Weighed anchor and stood out of English Bay heading around the west end of the island.

Steering 248 psc. for 5 miles.

7:50 p.m. Changed course to West for 13 miles.

9:31 p.m. Changed course to 345 psc.

Light wind and heavy fog all evening with rain and increasing wind towards midnight.

Log of The Northern Light

FROM ST. PAUL'S ISLAND TO ST. MATTHEW'S ISLAND

Zone +11 JULY 5, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		345							
2	48 3								
3									
4	61 6	345	E	4	30 00	Rough	E	43	34
5									
6									
7									
8	92	345	E	4	29 96	Rough	E		
9									
10		350							
11									
NOON 12	28 3	350	E	4	29 93	Rough	E	43	
1									
2									
3									
4	68	350	E	5	29 93	Rough	E	43	
5									
6									
7									
8	107 7	350	E	4	29 88	Rough	E	43	
9									
10									
11									
MID. 12	46 6	350	E	4	29 88	Rough	E	43	

8:00 A.M.	NOON	8:00 P.M.
Lat. 58–11N DR.	*Lat.* 58–50N DR.	*Lat.* 60–12N DR.
Long. 171–05W DR.	*Long.* 171–10W DR.	*Long.* 171–26W DR.

Tuesday, July 5, 1927

TODAY commenced with heavy fog, rain and a fresh easterly breeze.

Course is set to take us 30 miles E of St. Matthew's Island.

8:00 a.m. Fog lifting, light rain.

9:00 a.m. Changed course to 350 psc.

10:40 a.m. All lower sails set. Fresh breeze and rain, and this weather continued all day.

Log of The Northern Light

FROM ST. PAUL'S ISLAND TO ST. LAWRENCE ISLAND

Zone +11 JULY 6, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		350	E	4					
2									
3									
4	84 6	350	ENE	4	29 78	Choppy		43	
5									
6									
7									
8	21 2	350	ENE	3	29 74	Choppy		43	
9									
10									
11									
NOON 12	55 3	350	ENE	3	29 74	Choppy		43	
1		342							
2									
3:55	87	342							
4	87 4	312	ENE	3	29 68	Choppy		43	
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat. 62–15N DR.	*Lat.* 62–50N DR.	*Lat.* 63–16N DR.
Long. 171–30W DR.	*Long.* 171–32W DR.	*Long.* 171–46W DR.

Wednesday, July 6, 1927

SAILING for Southwest Cape, St. Lawrence Island, with fresh breeze, rain and fog, as before.

2:00 p.m. Took in trysail and jib.

3:30 p.m. Southwest Cape, St. Lawrence Island in sight ahead through fog and not more than five miles away.

Rain and fog continues but breeze lighter.

About 6:00 p.m. received S. O. S. from motorship "Charles Brower" as follows:

"Have struck reef between Cape Chitnak and Southwest Cape, St. Lawrence Island—pounding heavily." Wired that we were not more than 40 miles away and that we were proceeding to their assistance.

The U. S. C. G. Algonquin anchored SW of Cape Upright, St. Matthew's Island, also wired they were getting up anchor and would steam to their assistance at 14 knots. The Algonquin was 190 miles distant so they could not arrive for some 15 hours.

It being very thick, and not being certain of our position within two or three miles, we nevertheless proceeded at full speed taking soundings every 15 minutes and also taking radio compass bearings of the "Brower" at 15 minute intervals. Intersection of successive radio bearings showed the "Brower" to be well in shore in the bight just East of Southwest Cape.

At 10:00 p.m. the "Brower" wired "Come as fast as you can. Pounding heavily. Don't know if will last till morning."

At 12 midnight in nine fathoms we estimated our position to be not over two miles from "Brower" and about same distance off shore. Just then received radio from "Brower," "Just slid off reef. No water in engine room. Standing out SSE." We altered our course to try to intercept them and

[LOG CONTINUED ON NEXT PAGE]

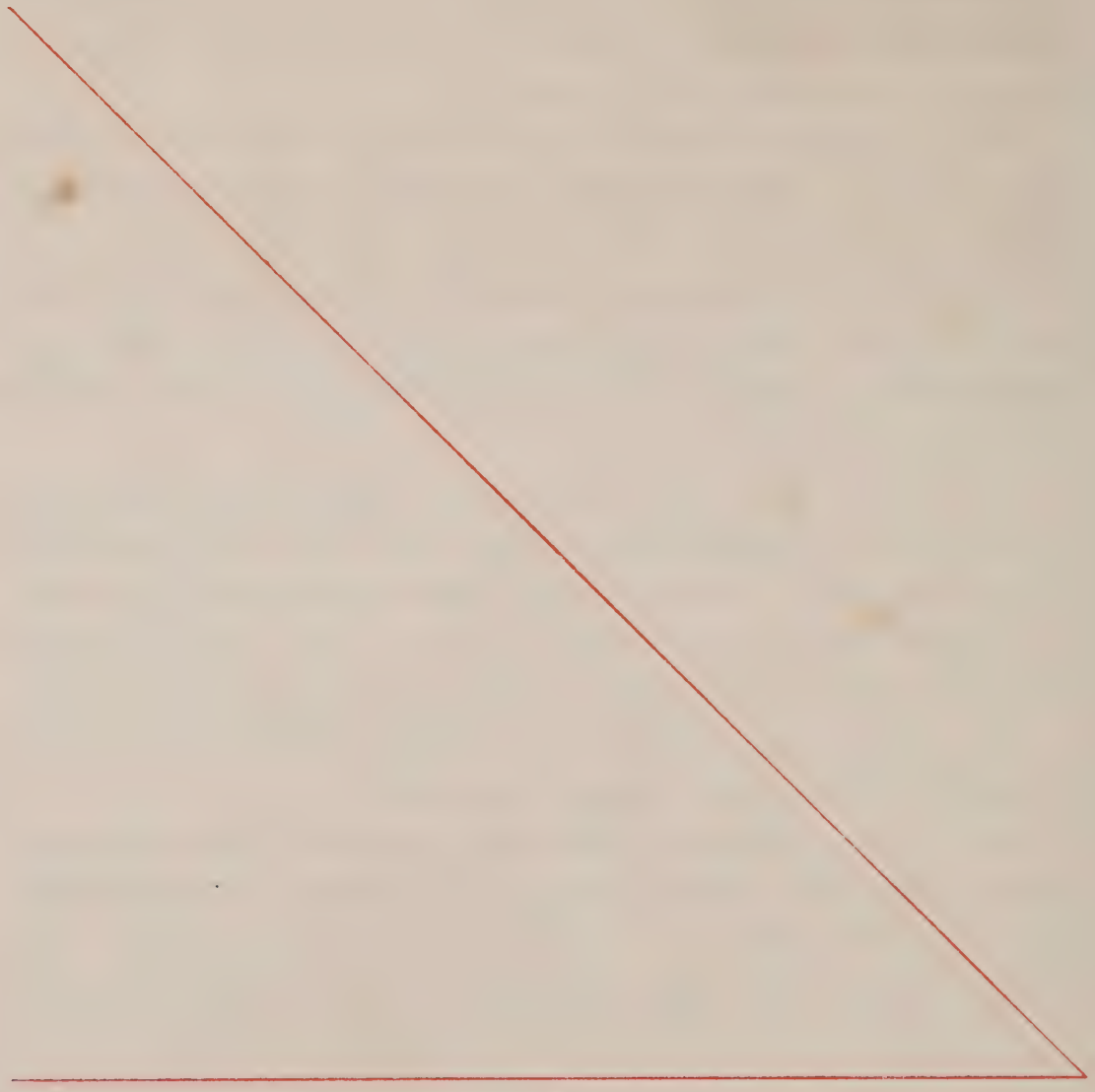
Wednesday, July 6, 1927—*Continued*

wired asking if they needed any further help. They replied that they were all right and did not need any help.

About 12:30 a.m. the fog lifted a little and we made out the "Brower" and stood down and spoke to her.

The Captain of the "Brower" said he was proceeding on his voyage so we turned around and shaped our course to pass to westward of St. Lawrence Island.

JOHN BORDEN.



Capt. and Mrs. Borden and Aleut children at King Cove

Log of The Northern Light

FROM ST. LAWRENCE ISLAND TO BERING STRAIT

Zone +11 — JULY 7, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4	62 8	285	S	4	29 76	Choppy	S	42	
5									
6									
7									
8	87 9	215	S	3	29 76	Choppy	S	43	
9									
10									
11	11 6								
NOON 12	19 3	N	SE	3	29 76	Choppy	S	43	
1									
2									
3									
4	49 8	N	E	2	29 76	Choppy	S	41	35
5									
6		13							
7									
8	80 4	27	SE	2	29 76	Smooth		40	36
9									
10									
11									
MID. 12	11	26	E	2	29 76	Smooth		40	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.* 64–00N } By bearing Pt. Chibukak	*Lat.* 64–55N DR.
Long.	*Long.* 171–38W } By bearing Pt. Chibukak	*Long.* 170–48W DR.

Thursday, July 7, 1927

STEAMING around west end of St. Lawrence Island with a fresh breeze and fog as before.

At 4:00 a.m. set fore staysail.

8:00 a.m. Fresh breeze from South, cloudy sky, but fog lifting.

8:35 a.m. West Cape bearing 113 and Cape Chibukak 22.

11:00 a.m. Cape Chibukak abeam, log 11.6, changed course to North psc. Fresh breeze with light rain squalls.

Saw the "Charles Brower" standing in towards native village on Cape Chibukak.

4:00 p.m. Light breeze, fog, and rain squalls.

At 5:30 p.m. Log 61.3, changed course to 13 psc. steering for the Diomedes, distant 90 miles.

Sunset 10:39 p.m. ship time. Sunrise 2:07 a.m.

Midnight. Sounding 26 fathoms. Checks O. K. Light breeze, fog and rain squalls.

Log of The Northern Light

FROM ST. LAWRENCE ISLAND TO BERING STRAIT

Zone +11 JULY 8, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		26	E	1					
2		26							
3		26/24							
4	36 5	24	E	1	29 76	Smooth		40	37
5									
6									
7									
8			SE	2	29 76	Smooth		41	
9									
10									
11									
NOON 12			SE	2	29 76	Smooth		41	
1									
2									
3									
4			SE	2	29 73	Smooth		41	
5									
6									
7									
8			S	2	29 73	Smooth		42	
9									
10									
11									
MID. 12			S	2	29 73	Smooth		41	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, July 8, 1927

STEAMING through fog towards Diomede Islands, Bering Strait.

1:30 a.m. Log 21, sounding 25 fathoms.

2:30 a.m Log 29, sounding 29 fathoms. Slow speed.

3:00 a.m. Changed course to 24. Light breeze, thick heavy fog.

4:30 a.m. Log 39, sounding 26 fathoms.

5:10 a.m. Log 41.5, sounding 24 fathoms.

5:15 a.m. Took in log preparatory to anchoring as must be very close to Diomedes.

5:30 a.m. Anchored in Bering Strait near Diomedes. Dense fog.

8:00 a.m. Still anchored in fog.

Noon, light breeze, heavy thick fog.

4:00 p.m. Light breeze, heavy thick fog.

8:00 p.m. Light breeze, heavy thick fog.

11:45 p.m. Fog clearing off. Sighted Diomedes and East Cape.

East Cape bears 333 True.

South point of Little Diomede, 67 True.

Distance off Big Diomede, three miles.

Light breeze with fog squalls.

Log of The Northern Light

FROM DIOMEDES TO ARCTIC CIRCLE

Zone +11 — JULY 9, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4			S	2	29 74	Smooth		43	
5									
6									
7									
8									
9		335	SW	2	29 76	Smooth		48	
10									
11									
NOON 12		335	SW	2	29 80	Smooth		44	36
1									
2									
3									
4		335	SW	3	29 83	Smooth		42	
5									
6									
7									
8	42	115	SE	4	29 83	Smooth		44	
8:30	45 2	210							
10									
11									
MID. 12	69 3		SE	4	29 92	Smooth		42	

8:00 A.M.	NOON	8:00 P.M.
Lat. Anchored off	*Lat.* 66–20N	*Lat.* 66–10N
Long. Diomedes	*Long.* 170–00W	*Long.* 169–30W

Saturday, July 9, 1927

ANCHORED South of Diomede Islands, Bering Strait, with light breeze and fog squalls, until

9:00 a.m. when got underway and proceeded north into Arctic Ocean. Wind hauling to west and barometer rising. No ice in sight yet.

4:30 p.m. Crossed Arctic Circle then turned back for Nome to land Mr. and Mrs. Goodspeed. Clear, visibility good, no ice in sight.

Set foresail and forestaysail.

8:00 p.m. Streamed log, reading 42. Fresh breeze, cloudy with fog squalls.

8:30 p.m. Went about on port tack. Course 210 psc.

NOTE. As we passed East Cape (Siberia) met Soviet steamer going in to Whalen. This vessel either the "Red October" or the "Kolyma." Both are reported to mount six pounders and to carry airplanes.

Log of The Northern Light

FROM EAST CAPE TO NOME

Zone +11 JULY 10, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		205							
2									
3	92	205							
4	99	115	SE	2	29 92	Smooth	SE	41	
5									
6									
7		120							
8	26 6	120	SE	2	29 92	Smooth		45	
9									
10									
11									
NOON 12			SE	2	29 92	Smooth		45	
1									
2									
3									
4:20	56 5	101	SE	2	29 93	Smooth		44	
5									
6									
7									
8	73 8	102	SE	2	29 93	Smooth		43	
9									
10									
11									
MID. 12	97 5	102	SE	2	29 92			42	

8:00 A.M.	NOON	8:00 P.M.
Lat. 65–17N DR.	*Lat.*	*Lat.*
Long. 168–52W DR.	*Long.*	*Long.*

Sunday, July 10, 1927

TACKING South through Bering Strait. Fresh breeze and fog.

3:00 a.m. Came around on starboard tack. Log 92, course 115 psc.

7:25 a.m. Light breeze and thick fog. Took in all sails.

11:25 a.m. Sounding 25 fathoms, fine sand.

12:00 noon. Took in log.

12:30 p.m. Anchored off Ukivok Village, King Island. Lowered launch and stood in to take photographs and shoot birds for the Field Museum. This island a great bird rookery, principally auks, auklets, murres, puffins and gulls.

4:20 p.m. Left King Island for Nome.

12:00 midnight. Sounding 13 fathoms, log 97.5. Light breeze, light rain and thick fog.

Log of The Northern Light

FROM KING ISLAND TO NOME

Zone +11 JULY 11, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4	26 8	80	SE	1	29 97	Smooth		45	
5									
6									
7									
8									
9									
10									
11									
NOON 12			SE	1	30 02	Smooth		53	
1									
2									
3									
4			SE	1	30 02	Smooth		49	
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, July 11, 1927

STEAMING towards Nome as before.

1:55 a.m. Sledge Island abeam, distance 1.5 miles.

5:00 a.m. Anchored off Nome in 7 fathoms water about one-quarter mile south of the "Charles Brower."

Log of The Northern Light

FROM NOME TO ARCTIC OCEAN

Zone +11 — JULY 12, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			Calm		29 96	Smooth		53	
9									
10									
11		255							
NOON 12			SE	1	29 93	Smooth		54	36
1									
2									
3									
4	32 9	281	SW	1	29 93	Smooth		49	
5									
6									
7									
8									
9									
10									
11									
MID. 12	74	315	SE	1	29 90	Smooth		43	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, July 12, 1927

ANCHORED off Nome as before.

Capt. Tom Ross U. S. C. G., brought two King Island Eskimo hunters and two kayaks out to us at 8:30 a.m. They will make trip to Arctic with us to help us hunt walrus and polar bear.

We bought one 1-man kayak for $40; one 2-man kayak for $50; two pokes at $3, for $6; two kamalinkas at $10, for $20.

Underway for King Island at 11:00 a.m. Beautiful weather. Calm, warm and clear.

NOTE. Told Steward to serve glass orange-lime juice to all hands every other day.

8:30 p.m. Stopped off village at King Island while our Eskimo hunters went ashore to get harpoons, guns and other hunting gear.

10:30 p.m. Sailed from King Island. Light breeze and light fog—not thick.

Log of The Northern Light

FROM KING ISLAND TO ARCTIC OCEAN

Zone +11 JULY 13, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		315							
2									
3									
4	105		S	2	29 84	Smooth		40	
5	112 5	345							
6		313							
7									
8	37	313	S	3	29 80	Choppy		41	
9									
10									
11									
NOON 12	72 2	313	S	5	29 66	Rough		40	
1									
2									
3									
4	106 6	300	S	5	29 56	Rough		41	37
5									
6									
7									
8									
9									
10									
11									
MID. 12	35	300	S	5	29 44	Rough			

8:00 A.M.	NOON	8:00 P.M.
Lat. 66–13N DR.	*Lat.* 66–43N DR.	*Lat.* 67–20N DR.
Long. 169–17–30W DR.	*Long.* 170–03W DR.	*Long.* 171–40W DR.

Wednesday, July 13, 1927

SAILING and steaming through Bering Strait.

4:02 a.m. Fairway Rock abeam, distance one-fourth mile. Light breeze with fog squalls.

7:00 a.m. Changed course to 313 psc., log 112.5. Passing to East of Diomedes which just made out through fog. Course now laid to pass five miles North of East Cape. All lower sails set.

8:00 a.m. Fresh breeze, fog squalls.

9:10 a.m. Took in trysail and jib. Barometer falling and wind breezing up. Looks like we are in for a southeaster.

10:00 a.m. to noon. Made 22.2 miles with engines, foresail and staysail.

1:20 p.m. Blowing hard. Big following sea, so stopped engines.

3:10 p.m. Changed course to 314 true=298 psc. Allowing for leeway we are probably making good about 320 true. Strong breeze, fog and rain squalls, rough sea.

6:30 p.m. Blowing hard, so hove to on port tack. Took in staysail and put three reefs in foresail. Working at this until 10:00 p.m. with all hands on deck. Foresail ripped, will have to bend new one at first opportunity.

10:00 p.m. All snugged down so sent watch below and "spliced the main brace."

11:30 p.m. Ice (open floes) ahead so at midnight came about on starboard tack on compass course ENE under triple reefed foresail and half speed port engine.

Barometer steady.

Log of The Northern Light

CRUISING IN ARCTIC OCEAN

Zone +11 — JULY 14, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		70	S	5					
2									
3									
4	42 8	70	S	5	29 42	Rough	S	42	37
5									
6									
7									
8	51	80	S	5	29 50	Rough	S	42	37
9									
10									
11									
NOON 12	65	200	SSE	4	29 55	Rough	S	42	37
1									
2									
3									
4	84 6	200	SSE	4	29 55	Rough	S	43	39
5									
6									
7									
8			SSE	4	29 60	Rough	S	46	
9									
10									
11									
MID. 12			SSE	1	29 66	Smooth		46	

8:00 A.M.	NOON	8:00 P.M.
Lat. 67–30N DR.	*Lat.* 67–25N DR.	*Lat.* Off Cape
Long. 171–20W DR.	*Long.* 171–30W DR.	*Long.* Serdzekamen

Thursday, July 14, 1927

STANDING on and off riding out storm. Ice pack or big ice fields to leeward.

Strong breeze with fog and rain squalls and rough sea.

9:15 a.m. Came about on port tack, 200 psc.

Noon. About 25-30 miles North of Cape Serdzekamen by (by DR.) making good course about SW (mag.). Speed four knots. Barometer rising slowly and storm abating somewhat.

4:00 p.m. Still blowing hard from SE, so standing in for Cape Serdze (about 27 miles away) to look for shelter. No chart except No. 9400 which is reported to be inaccurate as to Arctic coast of Siberia.

Off Cape Serdze encountered good deal of drift ice.

Soundings showed 20 fathoms two miles off, shoaling to 15 fathoms one mile off.

From Cape Serdze stood W (mag.) along coast, inshore of ice, for about 10 miles and found good shelter from all southerly winds in a small bay. Anchored in middle of bay in six fathoms, sand, about one-half mile off shore. A rocky point projects from SE side and our Eskimos, who had been here before with Kleinschmidt, said it was only danger.

Shortly after anchoring four boat loads of natives (Coast Chukchees) came off in their umiaks. They were very friendly and jolly but disappointed when we told them "no trade."

However, we gave them tobacco and other presents and told them to come back "ergatti," tomorrow.

Anchored at 9:00 p.m.

JOHN BORDEN.

Log of The Northern Light

FROM CAPE SERDZEKAMEN TO CRUISING IN ARCTIC OCEAN

Zone +11 JULY 15, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4			SE	2	29 70	Smooth		48	35
5									
6									
7									
8			SE	2	29 75	Smooth		52	
9									
10									
11									
NOON 12			SE	1	29 75	Smooth		52	35
1									
2									
3									
4									
5									
6									
7									
8			SE	1	29 75	Smooth		43	
9									
10									
11									
MID. 12			SE	1	29 80	Smooth		43	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.* 67–14N OBS.	*Lat.* 67–34N OBS.
Long.	*Long.* 171–40W OBS.	*Long.* 172–58W OBS.

Friday, July 15, 1927

AT ANCHOR in bay 10 miles West of Cape Serdze as before. Fresh SE breeze and rain squalls until 3:00 a.m. when weather started to clear up.

8:00 a.m. Light breeze and clear sky. Fine weather. Good deal of ice coming in now that wind has hauled to E and moderated.

Five boats of Chukchees came along side. In one of them was a Cossack who spoke no English, French, German or Norwegian. He seemed quite annoyed at our being there and refused all presents, so we paid no attention to him.

A Mr. Wall (Norwegian trader) and his 13-year-old pretty half-breed daughter came out in one of the boats. He asked if Swenson was coming up this year, We told him yes. Wall said he had been living there for 17 years and wanted to get out as Bolsheviks had confiscated his schooner and taken everything he had for taxes. Last winter both his hands were blown off by dynamite. These Chukchees hate the Russians who treat them very badly. They keep them as poor as possible so as to get their furs cheaply. We gave Mr. Wall some tea, sugar, canned fruit, magazines, and a dress and pair of shoes for his daughter.

9:30 a.m. Got underway and worked out of ice.

10:30 a.m. Standing about NW along ice looking for walrus. Light SE breeze and lots of sunshine.

Note. It seems that the Cossack had a revolver. As soon as our Eskimos noticed this they went below and got their rifles.

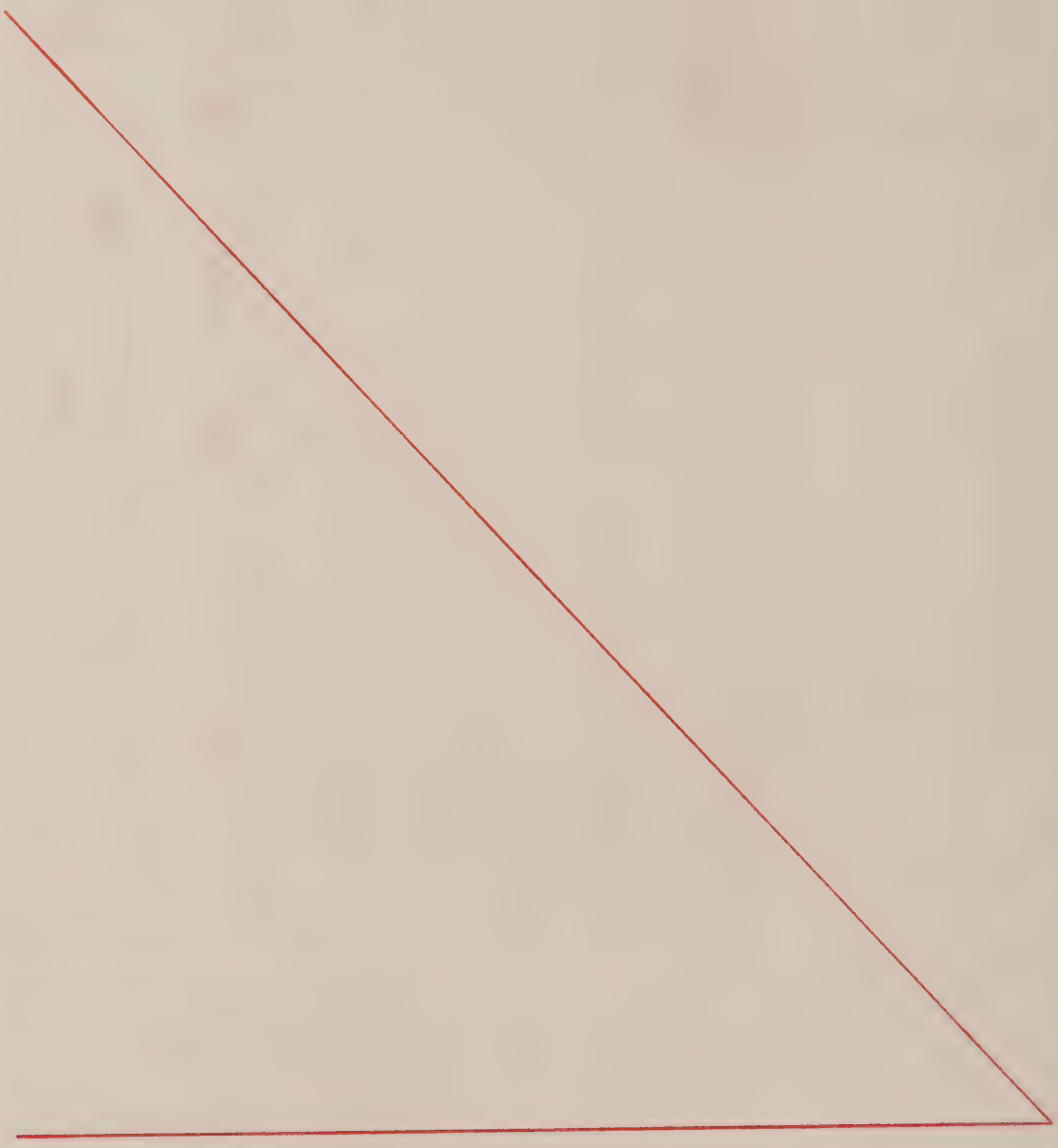
The Russian steamer that we saw last week at East Cape stopped here three days ago, but left no food or ammunition for the natives.

[LOG CONTINUED ON NEXT PAGE]

Friday, July 15, 1927—*Continued*

A perfect day. Lowered launch and with two kayaks lashed together went after walrus. Got one medium bull. Also some good pictures. Bright sunshine and almost a flat calm.

Drifting with ice since 3:00 p.m. Apparently making about three knots NW.



Mrs. Borden

Log of The Northern Light

CRUISING IN ARCTIC OCEAN

Zone +11 — JULY 16, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4			SE	1	29 84	Smooth		42	38
5									
6									
7									
8			S	2	29 84	Smooth		43	38
9									
10									
11									
NOON 12			S	2	29 86	Smooth		50	38
1									
2									
3									
4			S	2	29 86	Smooth		52	
5									
6									
7									
8			S	2	29 86	Smooth		48	
9									
10									
11	07		NW						
MID. 12	12 5	NW	S	2	29 86	Smooth		44	

8:00 A.M.	NOON	8:00 P.M.
Lat. 67–30N DR.	*Lat.* 67–26N OBS.	*Lat.* 67–30N DR.
Long. 171–45W DR.	*Long.* 172–20W OBS.	*Long.* 172–20W DR.

Saturday, July 16, 1927

DRIFTING along edge of ice field with light breeze and clear sky until 8:00 a.m. when went slow ahead working through ice fields looking for walrus. Wind hauled to S. Fine weather, "Sunshine and Roses" as Capt. Joe says.

Steward laid up with cold and cough. Have posted order that all illness must be reported to me at once. Too many amateur doctors on this boat. Often I don't get called in until half the crew have tried out their favorite remedies. J. B.

Noon. Saw four walrus out on ice. Slaughter and two natives went after them and Slaughter got one medium bull. Beautiful weather.

This p.m. saw several large herds of walrus. J. B. and two natives went hunting and shot and secured four out of one herd, one large bull and three medium bulls. Hoisted the large one on board to save entire skin for museum and took heads of other three.

6:00 p.m. About 40 miles N of Cape Serdze. Umiak with six Cape Serdze Chukchees came alongside. We gave them carcasses of three walrus and some other presents.

Light breeze, clear sky.

NOTE. *Birds.*—Saw number of Yaegers, two geese (cackling geese ?) and some large white gulls (glaucous winged gull). About midnight a small songbird lit on vessel, gray-white breast, black head with red on top, a little smaller than a sparrow.

Walrus—Large walrus measured 11 feet, 10 inches before skinning Circumference 11 feet, 2 inches. Weight about 3,500 pounds. Our natives say walrus eat clams, seals, and ducks (which they catch during the

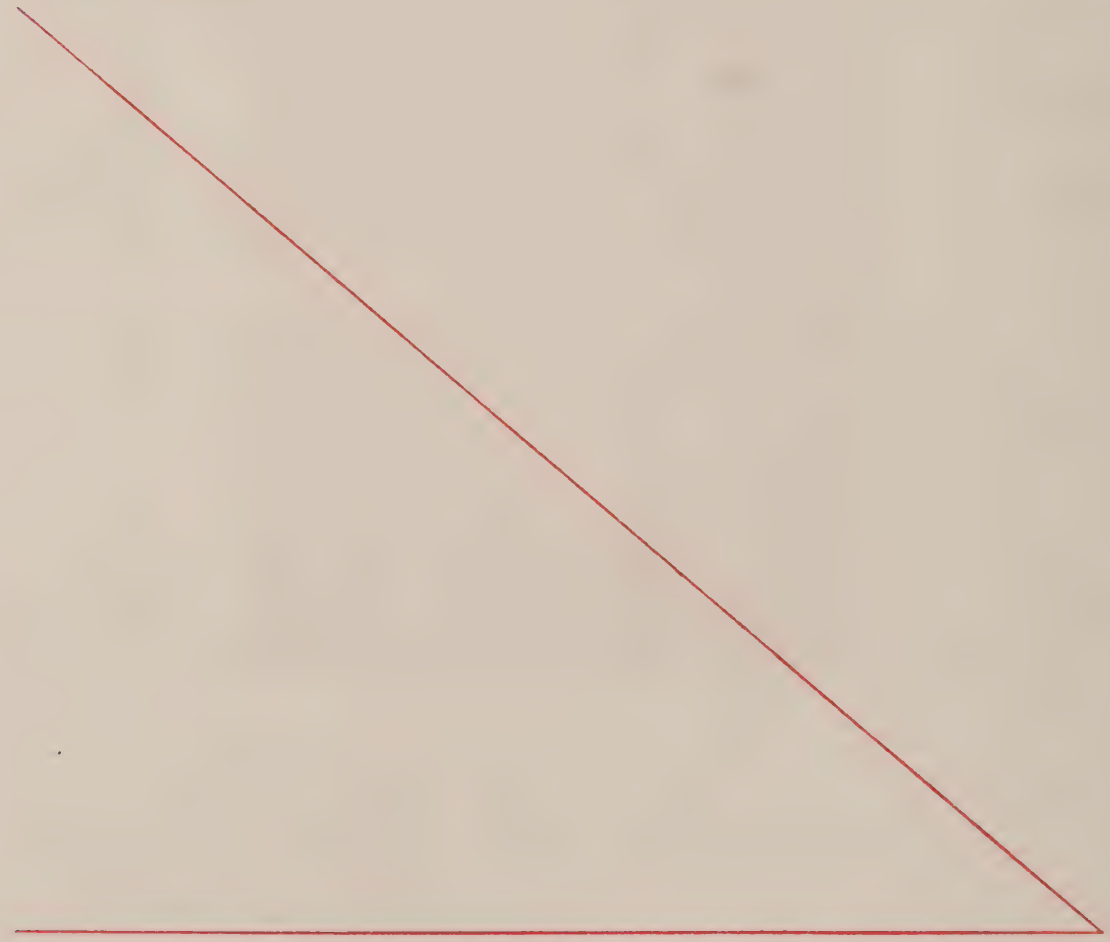
[LOG CONTINUED ON NEXT PAGE]

Saturday, July 16, 1927—*Continued*

eclipse or moulting season). The natives in turn eat the clams out of a walrus' stomach.

Chukchees—The natives who came alongside in their umiak only took the skin of one walrus and a little blubber from the walrus we gave them. Apparently they are out for sport. Our Eskimos say "Native like very much all time hunt walrus."

Friday we shot seven walrus but only got one of them. Today we shot five and got all of them. The Eskimo and Chukchee hunters kill from five to ten for every one they get. All the walrus here are males, the cows being on Alaska side.



Mrs. R. B. Slaughter

Log of The Northern Light

CRUISING IN ARCTIC OCEAN

Zone +11 — JULY 17, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
12:10	13 5	340							
A.M. 1	18	315	S	2					
2:20	27	315							
3		60							
4	34 2	20	S	3	29 84	Choppy	S	43	
4:30	37	315							
6									
7									
8	59 6	315	S	3	29 78	Smooth		43	39
9									
10									
NOON 12	81 7	315	S	3	29 74	Smooth		44	38
1:10	89 5	315							
2		5							
3									
4	11 3	5	S	2	29 74	Smooth		46	38
5			Calm						
6			Calm						
7			NNW	1		Smooth			
8	40	5	NW	2	29 74			44	39
9									
10									
11									
MID. 12	68	5	NW	2	29 70	Smooth		43	40

8:00 A.M.		NOON		8:00 P.M.	
Lat. 68–12N	DR.	*Lat.* 68–25N	OBS.	*Lat.* 69–18N	DR.
Long. 172–23W	DR.	*Long.* 172–40W	DR.	*Long.* 172–12W	DR.

Sunday, July 17, 1927

STEERING various northerly courses along and through ice pack.

12:10 a.m. Log 13.5, changed course to 340 psc.

12:55 p.m. Log 18, changed course to 315 psc.

2:20 a.m. Log 27, changed course to 60 psc. Fresh breeze, cloudy sky.

3:05 a.m. Stopped both engines.

3:17 a.m. Half speed ahead.

4:45 a.m. Full speed ahead.

At 8:00 a.m. position is 200 miles SE of Wrangel Island. Light breeze and rain squalls.

1:10 p.m. Changed course to .05 psc., heading for Herald Shoal to see if there is any ice lodged on it.

NOTE. Saw one horned puffin (80 miles from nearest land). Also many gulls and phaleropes.

3:10 p.m. Position by observation 68-45 N and 172-58 W.

Light breeze, fog, and rain squalls until 7:00 p.m. when it started to clear up in West.

9:30 p.m. Saw what appeared to be a small island bearing 333 true. This is bearing of Herald Island 140 miles away, so must be either a cloud or mirage.

NOTE. No sunset tonight. Midnight sun.

Log of The Northern Light

CRUISING IN ARCTIC OCEAN TOWARDS WRANGEL ISLAND

Zone +11 — JULY 18, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		5	NW	2		Smooth			
2									
3									
4	96 9	5	W	2	29 71	Smooth		42	37
5									
6	16	270/290							
7		280							
8	23	260	WSW	2	29 71	Smooth		39	32
9		290							
10									
11									
NOON 12	46 6	290	W	3	29 71	Choppy		42	37
1						Choppy			
2	56 5	264				Choppy			
3		250				Choppy			
4		270	W	3	29 77	Choppy		42	
5						Choppy			
6						Choppy			
7						Choppy			
8		270	W	3	29 84	Choppy		45	
9						Choppy			
10						Choppy			
11									
MID. 12			WSW	2	29 86	Smooth		40	38

8:00 A.M.		NOON		8:00 P.M.	
Lat. 70–25N	DR.	*Lat.* 70–37N	DR.	*Lat.* 70–42N	GOOD
Long. 171–37W	DR.	*Long.* 172–25W	DR.	*Long.* 174–43W	OBS.

Monday, July 18, 1927

TEAMING toward Herald Shoal until 1:00 a.m. when set jib and staysail.

Light breeze with fog squalls. Clear water, no ice in sight.

Soundings:

4:30 a.m. 22 fathoms, coarse gravel.

5:00 a.m. 20 fathoms, coarse gravel.

5:30 a.m. 18 fathoms, coarse gravel.

5:40 a.m. Heavy ice on Herald Shoal. Half speed until 6:30 a.m. Log 114. Passing west end of shoal. Solid, impenetrable ice pack appears to lie to northward of Herald Shoal.

Fine weather, calm, sun shining through light fog.

8:00 a.m. Changed course to 260 psc. to clear ice pack, log 23.

8:35 a.m. Back on course, 290, log 26.

1:30 p.m. Clouds breaking, sun coming out.

Port engine exhaust on fire. Have had great deal of trouble lately from this cause—fire in one or both exhausts almost daily. On account of ice can't lay up engines long enough to clean out carbon and soot.

2:10 p.m. Jib and foresail set. CC. 250=263 true. Full speed ahead both engines, clear, sunshine.

3:40 p.m. Course west psc. for Cape Hawaii, Wrangel Island, distant 90 miles. No ice seen from deck since leaving Herald Shoal.

7:00 p.m. Herald Island visible bearing 335 true, distant 43 miles. Ice in sight again to SW, West and NW.

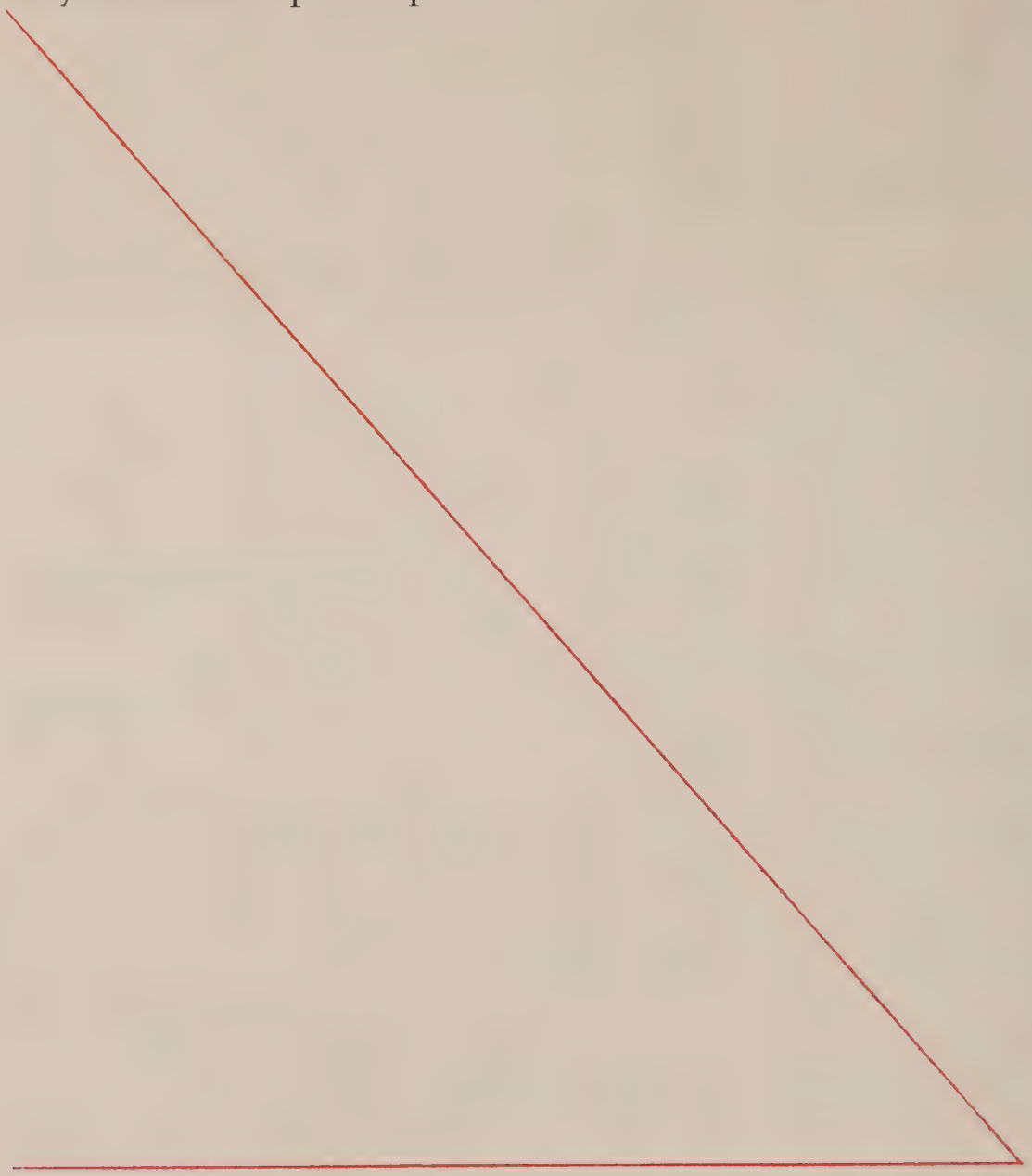
8:15 p.m. Heavy pack ice ahead. From Crow's Nest great, impenetrable ice field can be seen ahead and to north so turned south steaming through floe ice along edge of pack towards Siberian coast.

[LOG CONTINUED ON NEXT PAGE]

Monday, July 18, 1927—*Continued*

Apparently about 40-50 miles of solid pack ice between us and Wrangel Island.

11:00 p.m. Stopped engines to drift (to leeward of ice pack) so that everyone can catch up on sleep.



Miss Frances Ames

Log of The Northern Light

CRUISING IN ARCTIC OCEAN

Zone +11 — JULY 19, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4			WNW	2	29 90	Smooth		38	
5									
6									
7									
8:30	98 9	S	NW	2	29 96	Smooth		38	40
9		S							
10		SW							
11		SW							
NOON 12	24 5	225	NW	2	30 05	Smooth		41	39
1		SW	SW						
2									
3		SE							
4		S	NW	2	30 10	Smooth		38	39
5		S							
6		S							
7		S							
8		S	W	1	30 14	Smooth		40	38
9		S	0	0					
10		S/SE	0	0					
11		SE	0	0					
MID. 12		SE	0	0	30 18	Flat Calm		38	38

8:00 A.M.		NOON		8:00 P.M.	
Lat. 70–30N	DR.	*Lat.* 70–13N	OBS.	*Lat.* 69–50N	OBS.
Long. 174–05W	DR.	*Long.* 174–42W	OBS.	*Lat.* 175–30W	OBS.

Tuesday, July 19, 1927

DRIFTING outside ice. Light breeze, cloudy sky and fog squalls.

8:30 a.m. Underway steaming S, log 98.9.

Noon. Ice in sight ahead.

12:30 p.m. Log pulled in.

Encountered ice again at 1:00 p.m. From 1:00 p.m. to 3:00 p.m. working ice. Base course SW.

From 3:00 p.m. to 4:00 p.m. base course SE (Comp.). Slow speed, starboard engine only.

Saw several saddle back seals.

4:00 p.m. Out of ice, heading south.

10:00 p.m. Received two wires from Chicago, one from Mrs. Letts about children and one from Stanley Field saying bears (brown) had arrived in fine condition, and that four were going into museum group.

Big ice ahead and to west.

From 10:00 p.m. on base course SE.

Log of The Northern Light

CRUISING IN ARCTIC OCEAN

Zone +11 JULY 20, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		SE	O	O		O	O		
2									
3									
4			SE	1	30 16	Smooth		34	35
5									
6									
7									
8			SW	2					
9									
10									
11									
NOON 12	31 4	SE	SE	3	29 94	Choppy		34	36
1:35	37	SE/80							
2									
3									
4	51 6	80	SE	4	29 80	Rough		46	41
5									
6									
7									
8	77 6	80	SSE	4	29 66	Rough		50	42
9									
10									
11									
MID. 12	100 5	115	S	4	29 60	Rough		46	41

8:00 A.M.	NOON	8:00 P.M.
Lat. 69–43N DR.	*Lat.* 69–25N OBS.	*Lat.* 69–19N OBS.
Long. 175–35W DR.	*Long.* 175–25W OBS.	*Long.* 173–30W OBS.

Wednesday, July 20, 1927

WORKING through ice, base course SE until at

12:45 a.m. Stopped engines to drift for a few hours rest. A beautiful night, no wind, flat calm.

8:00 a.m. Underway working ice in SE direction again. Beginning to breeze up from SE and ice closing up so at

11:00 a.m. Worked out of ice and stood SE.

Noon. Fresh breeze, cloudy sky. Wind increasing and sea getting bigger.

1:35 p.m. Set foresail and staysail. On starboard tack 89 psc., making good 95 true.

6:15 p.m. Half speed both engines. Getting rough.

8:00 p.m. Changed course to 90 psc. Fresh breeze, cloudy sky, wind hauling to south.

Log of The Northern Light

CRUISING IN ARCTIC OCEAN

Zone +11 — JULY 21, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		115	S	3		Choppy	SE		
2									
3									
4	21 4	115	S	3	29 56	Choppy	SE	45	39
5									
6									
7									
8	44 2	115	S	3	29 54	Choppy	SE	45	40
9		285							
10			NW	3	29 57				
11									
NOON 12	67 5	S	NNW	3	29 61	Choppy	SE	45	40
1:30	78 5	195							
2									
3									
4	97 5	195	W	3	29 65	Choppy		47	41
5									
6									
7									
8			NW	2	29 72	Mod.		38	38
9									
10									
11									
MID. 12			NW	2	29 72	Smooth		39	39

8:00 A.M.		NOON		8:00 P.M.	
Lat. 68–38N	DR.	*Lat.* 68–46N	OBS.	*Lat.* 68–17N	DR.
Long. 171W	DR.	*Long.* 171–45W	DR.	*Long.* 172–27W	DR.

Thursday, July 21, 1927

AILING on 115 psc. with foresail and staysail set and both engines at half speed.

Fresh breeze, cloudy sky, and choppy head sea.

8:00 a.m. Fresh SE breeze, cloudy sky, and rain squalls. At 8:10 a.m. came around on port tack, course 285 psc.

9:00 a.m. Wind around in NW and barometer rising, so we are going back to ice as wind is favorable again.

4:40 p.m. In ice again. Took in log.

6:30 p.m. Lowered kayaks and Mrs. Slaughter and two Eskimos after walrus.

7:00 p.m. Mrs. Slaughter shot a good sized bull walrus. While skinning walrus Big John Eskimo cut Little John on back of hand, quite a deep cut. Brought him on board in dory and Mrs. Slaughter dressed and bandaged his wound.

All on board again at 8:30 p.m.

Drifting outside ice for the night. Light northerly breeze, cloudy and foggy.

4:00 p.m. Lat. 68-25 N, Long. 172-22 W, observations. Met ice here as expected.

Log of The Northern Light

CRUISING IN ARCTIC OCEAN

Zone +11 JULY 22, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4			NW	2	29 74	Smooth		41	38
5									
6									
7									
8			NW	3	29 82	Choppy		41	38
9			N						
10			N						
11			N						
NOON 12			N	3	29 88	Choppy		41	38
1									
2									
3									
4			NW	3	29 92	Choppy		39	38
5									
6									
7									
8			NW	3	29 98	Choppy		39	37
9									
10									
11									
MID. 12			NW	3	30 00	Choppy		40	39

8:00 A.M.	NOON	8:00 P.M.
Lat. 68–09N DR.	*Lat.* 68–04N DR.	*Lat.* 67–53N DR.
Long. 172–12W DR.	*Long.* 172–15W DR.	*Long.* 171–12W DR.

Friday, July 22, 1927

DRIFTING to leeward of ice pack. Fog and rain.

4:00 a.m. Fresh breeze. Fog and rain.

8:00 a.m. Drifting just clear of ice. Waiting for good weather. Fresh breeze with rain squalls.

Noon. Same as before. Fresh northerly breeze. Fog and rain squalls. Victor Kulberg two-day chronometer stopped. Still have two others.

4:00 p.m. as before.

8:00 p.m. Everything as before.

Midnight. Drifting as before. Fresh breeze and cloudy sky. Drifted at least 20 miles to southward today.

Log of The Northern Light

CRUISING IN ARCTIC OCEAN TO PT. HOPE

Zone +11 — JULY 23, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1			NNW	5					
2									
3									
4	15 3	NE	NNW	4	30 06	Rough	N	40	38
5									
6									
7									
8	31	NE	NNW	4	30 06	Rough	N	40	38
9:30		50							
10									
11									
NOON 12	54 6	50	NNW	4	30 08	Rough	N	41	38
1		45							
2									
3									
4	82 7	45	NNW	4	30 02	Rough	N	42	38
5									
6									
7									
8	109 7	45	NNW	3	29 99	Mod.	N	39	39
9									
10									
11									
MID. 12			N	3	29 94	Smooth		41	39

8:00 A.M.		NOON		8:00 P.M.	
Lat. 67–59N	DR.	*Lat.* 68–00N	OBS.	*Lat.* 68–15N	DR.
Long. 170–53W	DR.	*Long.* 169–50W	OBS.	*Long.* 167–38W	DR.

Saturday, July 23, 1927

TWELVE FORTY-FIVE A.M. Blowing hard and getting rough so stood away from ice on port tack. Half speed both engines and staysail. Patent log 02.

4:00 a.m. Fresh breeze, rain squalls and rough sea. Set course for Point Hope.

8:00 a.m. Fresh wind, rough sea, fog.

9:30 a.m. Changed course to 50 psc. for Point Hope and shelter. Log 37. Set foresail.

Noon. Fresh breeze and cloudy sky. Changed course back to NE (45) psc. to allow for leeway.

8:00 p.m. Sounding, 30 fathoms.

11:30 p.m. Took in log.

12:00 midnight. Anchored off Tigara Village (Point Hope) in 10 fathoms water.

12:30 a.m. Mr. Moyer, Bureau of Education school teacher and two umiaks full of Eskimos came aboard and visited until about 2:00 a.m. The only other white men here are Archdeacon Goodman and an English squaw man. The natives were very agreeable but like all mission natives no better for their contact with white man. Certainly they do not compare favorably with our King Island Eskimos nor with the Chukchees.

Bought some old Eskimo implements, jade axes, ivory spear points, wooden spoons, masks, etc., also five polar bear skins.

Log of The Northern Light

AT PT. HOPE

Zone +11 JULY 24, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			N	2					
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			S	1				55	
1									
2									
3									
4			S	1	29 86			50	
5									
6									
7									
8			S	2	29 88			49	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, July 24, 1927

ANCHORED south of Tigara Village, Point Hope, as before.

A beautiful day.

Liberty at 10:30 a.m. to those of crew who wished to attend church.

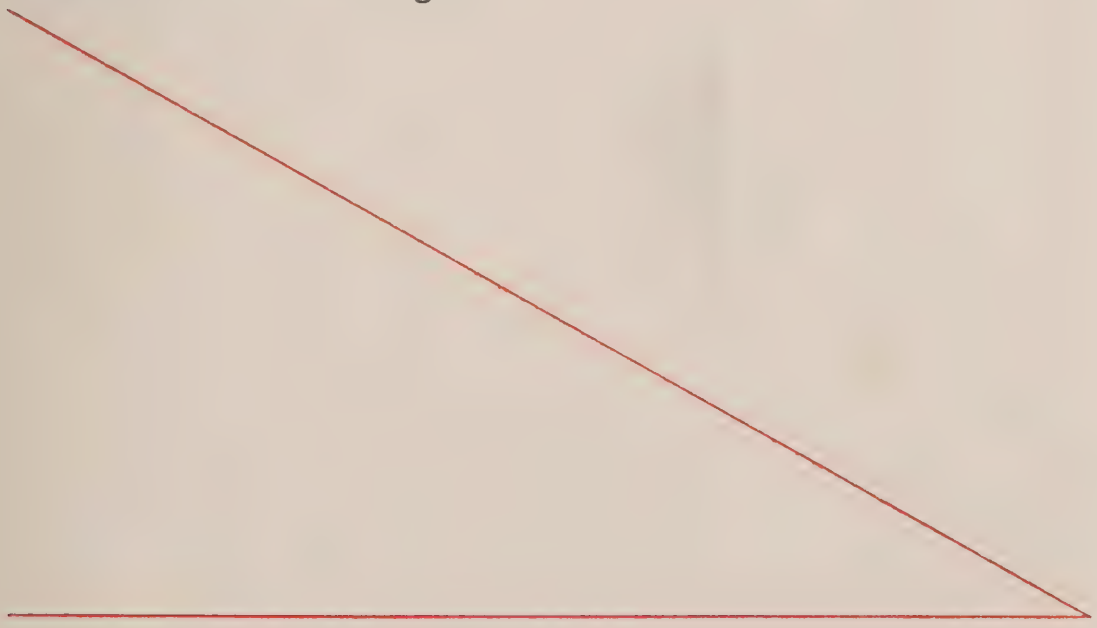
Party ashore after lunch to look around.

Archdeacon Goodman does not allow the natives to trade or do any work on Sunday. Penalty for disobedience "Loss of Cross." Storekeeper had lost his cross already so he opened his store and did quite a business in mukluks, parkas and fawn skins.

Hudson Bay steamer "Baychimo" passed on her way north.

About 2:00 p.m. began to breeze up from S so weighed anchor and stood around the point and anchored again in seven fathoms of water.

Sailors and one engineer ashore in afternoon to play baseball with the Eskimos who won the ball game.



Log of The Northern Light

FROM PT. HOPE TO NOME

Zone +11 JULY 25, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			SSE	3					
2									
3									
4									
5			SSE	4					
6									
7									
8			SSE	4	29 94				
9									
10:20	44 5	110							
11									
NOON 12	55 5	110	SSE	4	29 96	Mod.	S	52	42
1		185							
2									
3									
4	83 5	185							
5									
6									
7		195							
8	110	195							
9									
10									
11									
MID. 12		215							

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.* 68–09N DR.	*Lat.* 67–23N DR.
Long.	*Long.* 168–53W DR.	*Long.* 167–50W DR.

Monday, July 25, 1927

AT ANCHOR north of Point Hope until 9:00 a.m. when got underway for Nome to meet Ashley Hine, ornithologist of Field Museum, arriving tomorrow on the "Victoria."

Bearing to windward under both engines, foresail and staysail. About 110 and 210 psc Fine weather. Fresh breeze, no fog and cloudless sky.

Took Mr. Moyer, government school teacher, aboard as passenger to Nome.

12:45 p.m. Came about on port tack, 185 psc.

5:00 p.m. Fog setting in.

6:45 p.m. Log 102, course 195. Wind hauling S.

8:00 p.m. Fresh breeze and fog.

Midnight. Fresh breeze and heavy fog. Reduced to half speed both engines for greater comfort.

Log of The Northern Light

PT. HOPE TO NOME

Zone +11 JULY 26, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		210							
2		215							
3		215							
4	49 7	210	SSE	4	29 94	Choppy	SE	42	37
5									
6									
7									
8	71	210	SSE	4	29 97	Choppy		47	
9									
10	84								
11									
NOON 12	99	210	SSE	3	30 00	Choppy		45	
1		210/100	SSE	2					
2		110/95							
3	22 3	95/210							
4	24	210	SSE	2	30 03	Choppy			
5									
6									
7									
8	49	125	SSE	2	30 07	Choppy			
9									
10									
11									
MID. 12		131	SSE	2	30 12	Smooth			

8:00 A.M.	NOON	8:00 P.M.
Lat. 66–46N DR.	*Lat.*	*Lat.*
Long. 169–32W OBS.	*Long.*	*Long.*

Tuesday, July 26, 1927

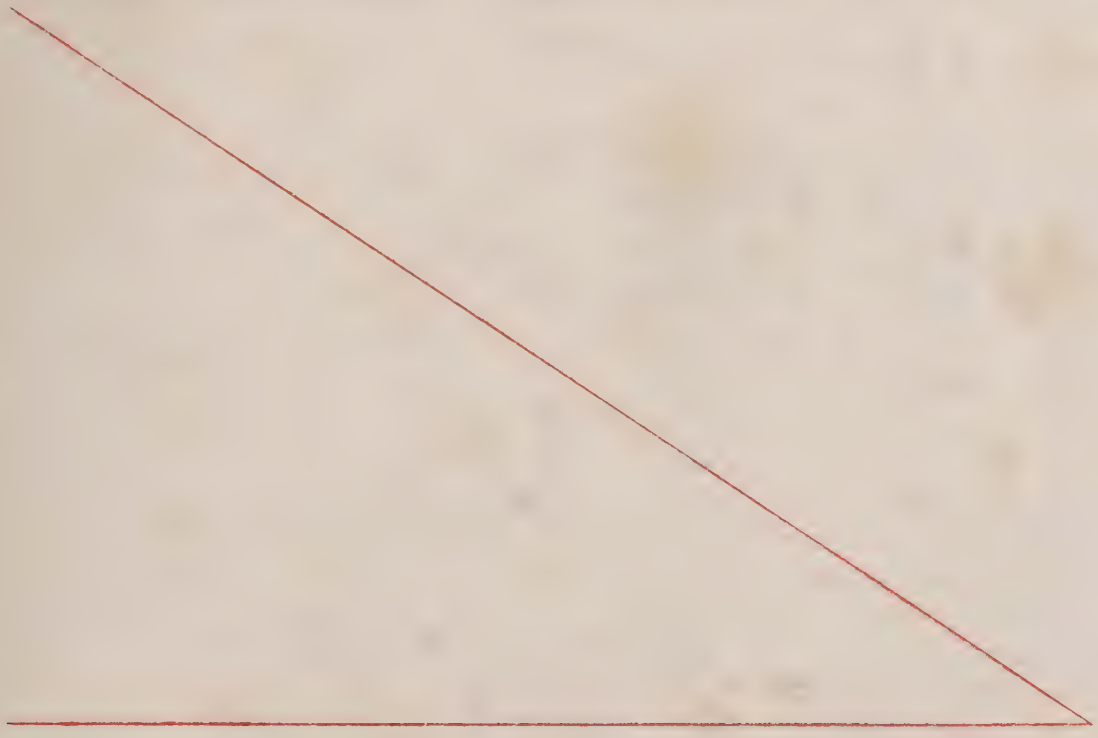
BEARING south towards Bering Strait as before. Fresh SE breeze, rough sea, fog and rain squalls until about 6:00 a.m. when it commenced to clear off.

Noon. Got good fix by observations and bearings of East Cape and Cape Serdze, which showed that we had been set 25 miles north since preceding noon. Came about on S tack for East Cape.

11:00 p.m. Rounding East Cape.

NOTE. The "Victoria" with Mr. Hine on board reached Nome this morning and the "Charles Brower" left this afternoon.

Received wire from Nome Kennel Club asking what night they could entertain us. Told them Thursday or Friday.



Log of The Northern Light

FROM PT. HOPE TO NOME

Zone +11 JULY 27, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		131							
2									
3									
4	99	131	S	2	30 16	Smooth		42	
5									
6									
7									
8	25 6	131	SE	1	30 22	Smooth		44	40
9									
10									
11									
NOON 12	54 3	131	Calm		30 26	Smooth		52	
1									
2			NW	1					
3									
4		102	NW	1	30 27	Smooth		48	
5									
6									
7									
8		85	NW	1	30 27	Smooth		58	
9									
10									
11									
MID. 12			NW	1	30 27	Smooth		54	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, July 27, 1927

Log of The Northern Light

STEAMING south through Bering Strait in heavy fog.

5:40 a.m. North end of Little Diomede abeam, distance one mile, log 9.5.

9:00 a.m. Beginning to clear up.

11:30 a.m. Passed "Charles Brower."

2:30 p.m. to 4:00 p.m. Stopped at King Island. Perfect day. At King Island our two Eskimos went ashore and got best two-hole kayak they could find, rigged it complete with pole, harpoon, paddles, etc., and presented it to Captain Borden.

11:45 p.m. Light Island abeam, distant three miles. Light northerly breeze, clear sky.

NOTE. "Ookah."

OUR King Island Eskimos told me that when they are hunting away from King Island they often get lost in the fog but are always able to find King Island again by taking advantage of what they call the Ookah. This is a rift in the fog to leeward of high islands and high capes. As they expressed it

> "*Ookah only near high islands and capes. Low islands no Ookah. No wind, no Ookah. Fairway Rock too small, no Ookah.*"

Applying this information we had no difficulty in making the Diomedes by keeping to leeward of them. Out of a very dense fog we came suddenly into a clear strip extending from first, Big Diomede and then Little Diomede, two or three miles to leeward of them. Sailing out of the fog we found Big Diomede about 500 yards to windward (S) of us. Where we were the sky was clear and the sun shining. As we sailed east we passed out of the Ookah into dense fog and then into the Ookah again as we reached the lee of Little Diomede.

Log of The Northern Light

AT NOME

Zone +11 JULY 28, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			NW	1					
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			W	1	30 25			63	
1									
2									
3									
4									
5									
6									
7									
8			SW	1					
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, July 28, 1927

ANCHORED in roadstead off Nome in six fathoms at 3:00 a.m.

Capt. Ross, U. S. C. G., came aboard with our mail and took our mail over to the "Victoria" whose captain had delayed his departure one hour to await our arrival.

Our two Eskimos went ashore with Capt. Ross.

Finest day we have had since leaving Victoria. Temperature 63, light westerly breeze, clear sky.

In afternoon dried sails. Took two reefs in mainsail and one in foresail.

Took on board some fresh provisions.

Starboard watch ashore on liberty 6:00 p.m. to midnight.

Log of The Northern Light

AT NOME

Zone +11 JULY 29, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			SE	1	30 08			67	
9									
10									
11									
NOON 12			SE	1	30 06			71	
1									
2									
3									
4									
5									
6									
7									
8			SSE	2	29 90			60	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, July 29, 1927

ANCHORED off Nome as before, taking on 3,000 gallons Diesel oil, five drums lubricating oil and 2,000 gallons water, also food supplies shipped up from San Francisco.

Tonight Nome Kennel Club is giving a reception and entertainment in our honor.

If possible, a finer day than yesterday.

5:00 p.m. S. S. Tanana left for the States.

Port watch on shore liberty 6:00 p.m. to midnight.

8:00 p.m. Evening started overcast and light rain, barometer falling.

Log of The Northern Light

FROM NOME TO SLEDGE ISLAND

Zone +11 JULY 30, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			SE	4	29 75	Rough	SE	56	
9									
10									
11									
NOON 12			SE	4	29 72	Rough	SE	56	
1									
2									
3									
4									
5									
6									
7									
8			SSE	4	29 67	Rough			
9									
10									
11									
MID. 12			SE	5					

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, July 30, 1927

MIDNIGHT to 4:00 a.m. Anchored off Nome as before. Liberty returned aboard at 12:30 p.m. except R. W. Hart, radio.

4:00 a.m. to 8:00 a.m. Anchored off Nome as before. R. W. Hart failed to report aboard. Strong SE breeze, rough sea.

8:00 a.m. to noon. Wind and sea increasing and ship starting to drag anchor in towards beach, so weighed anchor and stood over to Sledge Island for shelter.

At 11:30 a.m. dropped anchor about one-fourth mile off NE side of Sledge Island in 5½ fathoms with 45 fathoms chain.

Not very good shelter. Dragging anchor necessitating weighing anchor and standing in and re-anchoring.

Strong breeze, rain and fog.

Anchor dragging at intervals all night.

Log of The Northern Light

AT SLEDGE ISLAND

Zone +11 JULY 31, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1			SE	5					
2									
3									
4									
5									
6									
7									
8			ESE	4	29 64				
9									
10									
11									
NOON 12			E	4	29 65			54	
1									
2					29 66				
3									
4			E	5	29 68				
5									
6									
7									
8			E	4	29 69				
9									
10									
11									
MID. 12			E	2	29 69				

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, July 31, 1927

ANCHORED in lee of Sledge Island waiting for SE blow to moderate. Strong breeze, rain and fog.

Noon to 8:00 p.m. Strong breeze, rain and fog until 5:00 p.m. when began to clear but with increasing wind.

8:00 p.m. to midnight. Wind dying out, fog and light rain.

Log of The Northern Light

Log of The Northern Light

FROM SLEDGE ISLAND TO NOME

Zone +11 AUGUST 1, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			ESE	3	29 68	Choppy	ESE	54	
9									
10		85							
11									
NOON 12			ESE	3	29 66	Choppy	ESE	55	
1		75							
2									
3									
4			ESE	3	29 64	Choppy	ESE	55	
5									
6									
7									
8			ESE	2	29 63	Choppy	ESE	54	
9	72 8	260							
10									
11									
MID. 12	94 7	260	ESE	2	29 58	Mod.	ESE	53	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, August 1, 1927

NCHORED off Sledge Island as before. Fresh breeze, rain and fog.

8:45 a.m. Weather having improved considerably and storm being apparently over, weighed anchor and headed back for Nome.

9:05 a.m. Sledge Island Light abeam.

Fresh breeze, fog and cloudy sky.

1:45 p.m. Anchored off Nome.

4:00 p.m. R. W. Hart, radio, AWOL since midnight, Friday, reported aboard.

8:00 p.m. Mr. T. Ashley Hine, ornithologist of the Field Museum of Natural History, and our two King Island Eskimos, came aboard.

8:15 p.m. Mustered crew and talked to them about necessity of obedience to orders at sea and particularly on arctic voyages in uncharted waters. Read extracts from Articles of War, Navy Regulations.

On Friday, July 29, R. W. Hart, radio operator, was given shore liberty at Nome from 6:00 p.m. to midnight. Before leaving the ship he made remarks to First Mate Olson and others about intending to spend the night ashore, and in general acted as though he considered himself a privileged character.

At 25 minutes after midnight the launch left the landing at Nome without Mr. Hart.

At eight the next morning a SE wind and sea had sprung up and the vessel was dragging her anchor and being driven in toward the beach, so it became necessary to get underway and proceed to Sledge Island for shelter and to remain there until this morning. Mr. Hart had not returned to the ship prior to our departure from Nome.

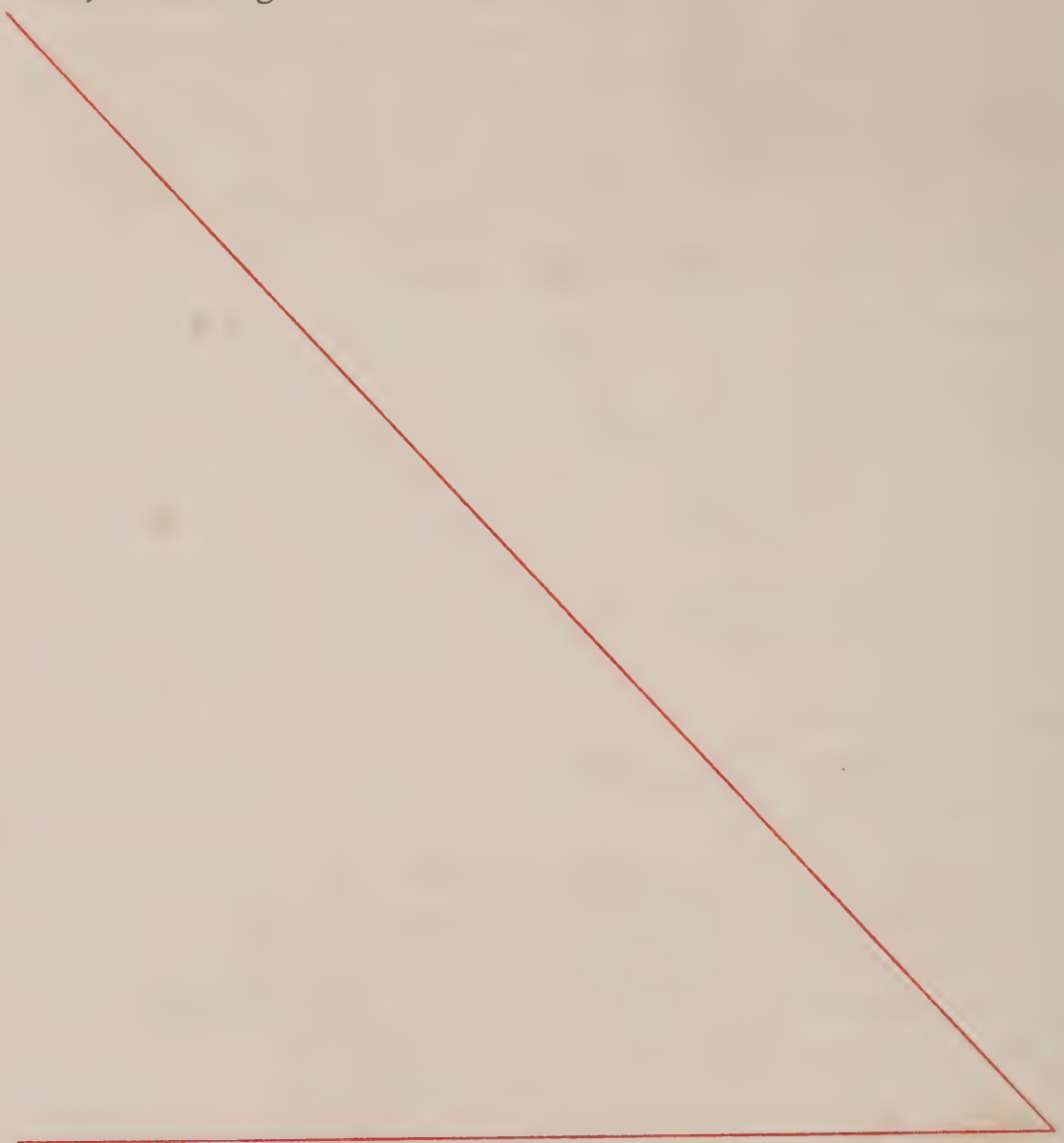
[LOG CONTINUED ON NEXT PAGE]

Monday, August 1, 1927—*Continued*

Mr. Hart is therefore deprived of further shore liberty and restricted to the ship for the rest of the voyage. JOHN BORDEN, Master.

8:50 p.m. Underway for Arctic Ocean.

Midnight. Sledge Island abeam one-half mile distant log. 94.7. Light breeze, rain and fog.



King Island Eskimos, Dogs, and Houses

Log of The Northern Light

FROM NOME TO DIOMEDES AND ARCTIC OCEAN

Zone +11 AUGUST 2, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		280							
2									
3									
4	25	280	ESE	2	29 54	Smooth		52	44
5									
6									
7									
8	54 4	320	ESE	2	29 54	Smooth		50	
9									
10									
11									
NOON 12	83	320	ENE	1	29 60	Smooth		53	
1									
2									
3									
4		320							
5									
6									
7									
8	93 2	313	NNW	2	29 68	Smooth		44	
9		333							
10									
11									
MID. 12	18 8	333	NNW	2	29 74	Smooth		43	38

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, August 2, 1927

STEAMING north through Bering Strait. Light breeze, fog and rain.

7:00 a.m. King Island abeam one mile off. Light breeze, fog and rain.

12:35 p.m. Anchored off Fairway Rock. Mr. Hine and party off in launch to shoot birds for Field Museum.

2:00 p.m. Shooting party returned so getting underway for Little Diomede Island.

3:30 p.m. Anchored off west side of Little Diomede. Mr. Hine and party off to shoot birds.

A boat load of Diomede Eskimos paid us a visit.

6:00 p.m. Left Diomedes for Arctic Ocean.

8:00 p. m. Light breeze, thick fog.

Log of The Northern Light

FROM DIOMEDES TOWARDS WRANGEL ISLAND

Zone +11 AUGUST 3, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		333							
2									
3									
4	45 3	333	N	2	29 78	Smooth		43	37
5									
6									
7									
8	71 9	333	N	2	29 80	Smooth		44	38
9									
10			N	3		Mod.			
11									
NOON 12	91	333	N	4	29 86	Rough	N	47	40
1		60	N	5					
2			N × E	5					
3			N × E	5					
4	13 5	60	NNE	4	29 80	Rough	N	49	39
5									
6									
7									
8	40	60	NNE	3	29 78	Mod.		47	40
9									
10	55	35	N	2					
11									
MID. 12	68	335	N	2	29 77	Mod.		48	44

8:00 A.M.		NOON		8:00 P.M.	
Lat. 67–15N	DR.	*Lat.* 67–35N	DR.	*Lat.* 67–38N	DR.
Long. 169–40W	DR.	*Long.* 169–50W	DR.	*Long.* 167–47W	OBS.

Wednesday, August 3, 1927

STEAMING and sailing north with light breeze and fog, until noon when wind and sea increased considerably. Fog on water but clear overhead.

At 12:45 p.m. still breezing up and getting quite rough. Barometer falling so came around on port tack, 60 psc. making good about East true. Log 93.6.

Starboard engine stopped on account trouble with fire in exhaust.

Note. East of 169th Meridian we began to run out of fog into clear weather with less wind and sea. The same thing happened two weeks ago on our passage from north of Cape Serdze to Point Hope.

Then, as now, the wind was northerly. Our natives say in Summer, with NE wind it is foggy on Siberian shore but clear on Alaskan coast south of Cape Lisbourne. North of that they don't know.

11:20 p.m. Took in sails and headed 335 psc. to pass five miles west of Point Hope.

Rated chronometers by Radio Time Signal from Honolulu.

Threw bottle overboard containing paper with ship's position, date, etc.

Log of The Northern Light

CRUISING IN ARCTIC OCEAN TO PT. HOPE

Zone +11 AUGUST 4, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		335							
2									
3									
4	90 9	335	N	2	29 78	Choppy	N	48	42
5									
6									
7									
8	108	NE	NNE	3	29 80	Rough	N	50	48
9									
10									
11									
NOON 12			N × E	1	29 83			54	45
1									
2									
3									
4									
5									
6									
7									
8			NNW	1	29 84			54	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, August 4, 1927

STEAMING with sail towards Point Hope. Breeze freshening again

8:00 a.m. Fresh breeze and rough sea.

Noon. Standing in towards Marryatt Inlet, northeast of Point Hope.

12:45 p.m. Anchored in six fathoms, one-half mile north of entrance to inlet.

2:00 p.m. Party went bird shooting in lagoon securing 2 Arctic Terns, 1 Stellar Eider, 1 Northern Phalerope, 1 Old Squaw, 1 Western Sandpiper and 1 Sharptailed Sandpiper.

7:00 p.m. Rated chronometers by R.T.S. from San Francisco.

NOTE. Learned that Reindeer Herders near Cape Thompson killed six brown or grizzly (?) bears about two months ago.

The natives at Kivalina shot eight mountain sheep in the hills a short distance inland.

Log of The Northern Light

FROM PT. HOPE TOWARDS WRANGEL ISLAND

Zone +11 — AUGUST 5, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7		340	O	O	29 84	O	O	63	
8		340	O	O	29 82	O	O	64	
9		340	N	1	29 83	Smooth	N	62	
10		340	N	2	29 84	Smooth	N	60	
11:20	31 6	303	N	3	29 84	Mod.	N	54	
NOON 12	37 2	303	N	3	29 84	Mod.	N	55	44
1			NNE	3					
2									
3									
4	68 7	303	NNE	3	29 88	Mod.	N	52	41
5					29 90	Mod.		51	
6	85		NE	3	29 92	Mod.	NE	51	
7			NE	4	29 92	Rough	NE	48	
8	102	303	NE	4	29 92	Rough	NE	45	39
9			NE	4					
10	118 7		NE	4	29 94	Rough	NE	42	39
11			NE	4					
MID. 12	135		NE	3		Mod.	NE	42	38

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.* 68-58N by DR. 68-59-10N by OBS.	*Lat.* 69–45N DR.
Long.	*Long.* 166-35W by BEARING	*Long.* 168–32W DR.

Friday, August 5, 1927

AT ANCHOR off Marryatt Inlet, Point Hope as before.

The finest and warmest day we have yet had in the Arctic.

7:00 a.m. Weighing anchor. Bright sunshine, flat calm and no fog.

Steaming North (true) to pass five miles west of Cape Lisbourne.

11:20 a.m. Set foresail and staysail, course 320 true, Cape Lisbourne bearing 72° true, distant six miles, log 31.6

Noon. Obtained good meridian altitude sun.

1:00 p. m. Received R.T.S. from Honolulu.

3:00 p.m. Obtained good observation sun bearing 92° from ship's course.

8:00 p.m. Wind more easterly and more of it. Also fog and moderate swell.

10:00 p.m. In 70N and 169W threw sealed bottle overboard.

Midnight. Have made good time since noon, 98 miles or an average of 8¼ knots.

Ran out of fog about 11:00 p.m.

At midnight changed course to 275C=293 true, for Herald Shoal, log 135.

Log of The Northern Light

PT. HOPE TO HERALD ISLAND AND TOWARDS WRANGEL ISLAND

Zone +11 — AUGUST 6, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		275	NE	3	29 97	Mod.	NE	40	
2	51 2	275	NE	3	29 97	Mod.	NE	40	38
3		275							
4	67 5	275	NE	3	29 97	Mod.	NE	41	38
5		290	NE	3	29 98	Mod.	NE	42	
6		290	NE	3	29 98	Mod.	NE	42	
7		290	NE	3	29 98	Mod.	NE	42	
8	101	290	NE	3	29 98	Mod.	NE	43	41
9		290	NE	3	29 99	Mod.	NE	43	
10	17	332	NE	4	30 00	Mod.	NE	44	41
11		332	NE×E	4	30 01	Mod.	NE	44	41
NOON 12	33 5	332	NE×E	4	30 02	Mod.	NE	45	41
1		332	NE×E	4	30 02			46	
2		270	NE×E	4	30 03	Mod.	NE	47	
3	58 4	270	NE×E	4	30 03	Mod.	NE	48	
4	66 2	220	NE×E	4	30 04	Mod.	NE	48	43
5	72 6	270	NE×E	4	30 04	Mod.	NE	48	
6		Var.	NE×E	4		Mod.	NE		
7	*84 6	Crses.	NE×E	4		Mod.	NE		
8	84 6	230	NE×E	4	29 99	Mod.	NE	44	34
9		230	NE×E	3	30 00	Mod.	NE	46	
10	99	230	NE×E	3	30 00	Mod.	NE	46	
11	6 4	230	NE×E	3	30 00	Mod.	NE	46	
MID. 12	13 4	230	NE×E	2	30 00	Mod.	NE	45	32

8:00 A.M.		NOON		8:00 P.M.	
Lat. 70–38N	DR.	*Lat.* 71–09–18N	OBS.	*Lat.* 71–18N	Bearings of Herald Island
Long. 173W	OBS.	*Long.* 173–53W	OBS.	*Long.* 175–05W	Bearings of Herald Island

*Log in.

Saturday, August 6, 1927

ERALD ISLAND.

Midnight to 5:00 a.m. Clear and fine, steering for Herald Shoal.

3:40 a.m. Log 65 sounding 16 fathoms fine sand.

4:15 a.m. Log 70 sounding 17 fathoms fine sand.

4:15 a.m. Changed course to 299 C=305 true.

Passed a dead white whale, sea gulls around it. Also saw one tufted puffin.

5:00 a.m. to noon:

Fresh breeze and clear sky.

At 10:00 a.m. changed course to 332 psc. to run up towards land. Hadley and others of Steffanson's Wrangel Island Party (Karluk Survivors) reported they saw from Waring Point, Wrangel Island, lying beyond (E) and just south of Herald Island.

Got good observation of sun at 8:20 a.m. and 10:00 a.m. Ship.

A little hazy on horizon today but visibility good, probably about fifteen miles.

Noon to 8:00 p.m.:

Ran NW to 71-23N (our farthest north so far) and 174-50W and having seen nothing of Hadleys Land turned and steamed SW for Herald Island rounding east end of island at a distance of about two miles until about center of SW side, still about two miles off.

No chance to anchor or land as wind and swell sweeping around southern end of island.

[LOG CONTINUED ON NEXT PAGE]

Saturday, August 6, 1927—*Continued*

Took following soundings:

S pt of island bearing 330, distant 2 miles, 24 fathoms crs. bl. st.

S pt of island bearing 345, distant 2 miles, 24 fathoms crs. bl. st.

S pt. of island bearing 370, distant 2 miles, 24 fathoms crs. bl. st.

NW pt. of island bearing 338 and SE pt. bearing 28, 24 fathoms crs. bl. st.

NW pt. of island bearing 346 and SE pt. bearing 50, 24 fathoms crs. bl. st.

NW pt. of island bearing 348 and SE pt. bearing 58, 21 fathoms fine sand.

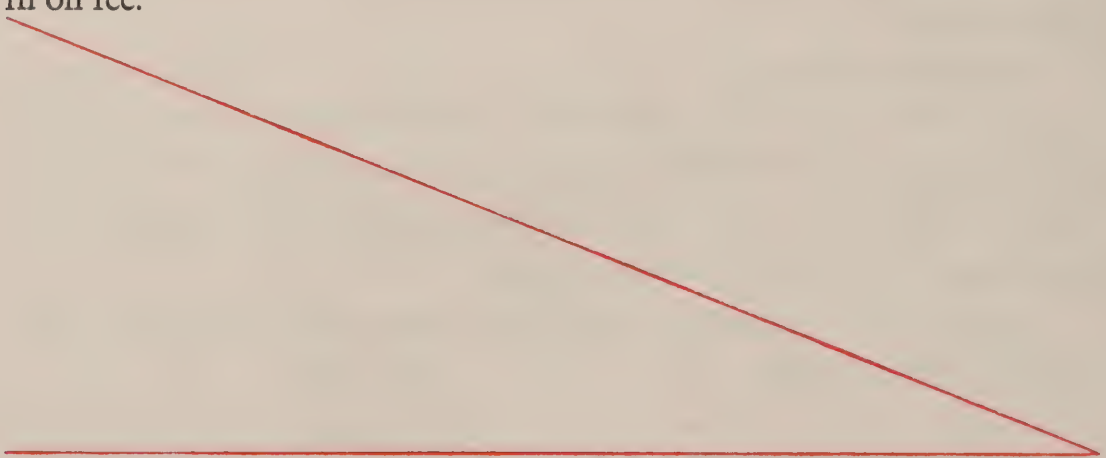
NW pt. of island bearing 348 and SE pt. bearing 70, 19 fathoms fine sand.

NW pt. of island bearing 350 and SE pt. bearing 80, 19 fathoms fine sand.

At 8:00 p.m. set course for Cape Hawaii, Wrangel Island. Weather remains clear and fine but hazy, visibility about fifteen miles.

10:30 p.m. Sighted Wrangel Island.

Midnight. Heavy ice ahead and to north and south between us and Wrangel. Ice extends from five to ten miles off shore. Heavy swell rolling in on ice.



John Ugitkuna and John Katungazuk
King Island Eskimos

Log of The Northern Light

AT WRANGEL ISLAND

Zone +11 — AUGUST 7, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1	*	NW	ENE	2	30 00	Mod.	ENE	37	29
2		NW/SE	ENE	2	29 99	Mod.	ENE	38	29
3		SE	ENE	2	29 98	Mod.	ENE	38	29
4		SE	ENE	2	29 98	Mod.	ENE	38	29
5		160	ENE	2	29 98	Mod.	ENE	38	29
6		190	ENE	2	29 98	Mod.	ENE	38	29
7		210	ENE	1	29 97	Calm		39	29
8		210	ENE	1	29 96	with		39	29
9		240			29 96	heavy		40	
10		Var.			29 96	swell		40	
11	13 5	Var.			29 97	Mod.	ENE	40	
NOON 12	20 8	150	ENE	2	29 98	Mod.	ENE	41	38
1		120	ENE	2	29 94	Mod.	ENE		
2		150	ENE	2	29 93	Mod.	ENE		
3	39	170	ENE	2	29 93	Mod.	ENE		
4	45 5	190	ENE	2	29 93	Mod.	ENE	43	38
5	50	150	ENE	2	29 92	Mod.	ENE	43	
6	56	150	ENE	2	29 90	Mod.	ENE	43	
7	60 3	150	ENE	2	29 88	Mod.	ENE	43	
8	65 2	150	E	2	29 88	Mod.	ENE	43	43
9	70 3	150	E	2	29 88	Mod.	ENE	44	
10		155	E	2	29 88	Mod.	ENE	44	
11		155	E	2	29 88	Mod.	ENE	44	
MID. 12	84	155	E	2	29 88	Mod.	ENE	44	42

8:00 A.M.
Lat. 70–53N } 5 or 6 six miles S of Rodgers Harbor
Long. 178W }
*Log in account of ice.

NOON
Lat. 70–43N DR.
Long. 177–33W DR.

8:00 P.M.
Lat. 70N DR.
Long. 177W DR.

Sunday, August 7, 1927

RANGEL ISLAND.

Midnight to 2:00 a.m. Steaming N and NW along edge of ice trying to get around to north side of Wrangel Island. Heavy swell rolling in from east makes it impossible to enter from this side. No open floes at all, easterly winds having packed it tight. Big ice.

2:00 a.m. to 7:00 a.m. Waring Point bears 212 true. Steaming north along edge of pack. Fog bank ahead.

2:30 a.m. About 71-30N (farthest north) ice pack extending north and turning in north-easterly direction so no chance to turn west around north side of Wrangel Island so steamed back south along edge of pack.

Farthest north so far, 71-30N and 177W. Threw over sealed bottle.

Took following soundings:

3:30 a.m. Waring Point bearing 250 true, distant five miles, 17 fathoms.

4:00 a.m. Waring Point bearing 262 true, distant five miles.

5:20 a.m. Waring Point bearing 307 true.

5:20 a.m. Pillar Point bearing 272 true, distant six miles.

5:40 a.m. Pillar Point bearing 300 true, distant seven miles, 18 fathoms.

7:05 a.m. Cape Hawaii bearing 287 true.

Taking soundings, steaming as above, every 15 minutes or every two miles, as follows: 17-18-16-15-18-24-21-18 fathoms.

11:00 a.m. In fog somewhere SE of Cape Hawaii, set course 170 true for Cape VanKarem.

[LOG CONTINUED ON NEXT PAGE]

Sunday, August 7, 1927—*Continued*

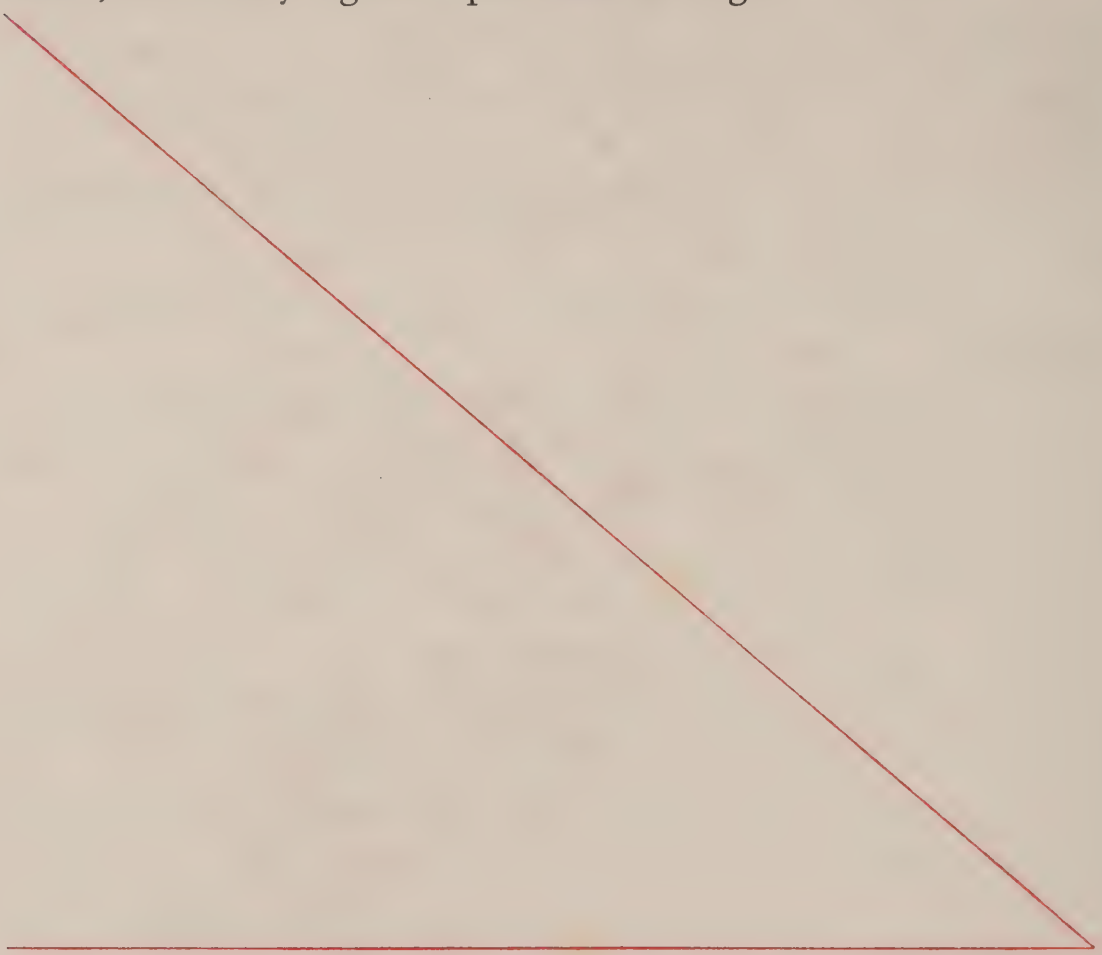
Have circled east end of Wrangel Island from NE of Waring Point to south of Rodgers Harbor where ice pack turned south again. Have been unable to get closer than five miles to shore. Ice pack impenetrable and heavy swell rolling in and breaking on the ice pack.

11:50 a.m. Changed course to 120 psc. to keep clear of ice pack.

1:20 p.m. Back on course again, 150 psc.

5:00 p.m. Set foresail, going half speed on starboard engine. Port engine stopped on account of fire in exhaust. Light breeze, thick fog.

10:15 p.m. Changed course to about 155 psc. Full and By. Light breeze, thick heavy fog. Half speed starboard engine.



John Ugitkuna

Log of The Northern Light

WRANGEL ISLAND TO CAPE NORTH AND BACK TO WRANGEL

Zone +11 AUGUST 8, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		155	E×S	2	29 88	Mod.	ENE		
2	92 8	155	E×S	2	29 88	Mod.	ENE	44	40
3	97 6	150	E×S	2	29 88	Mod.	ENE	44	
4	102 4	150	E×S	2	29 86	Mod.	ENE	44	40
5	6 7	150	E×S	2	29 86	Mod.	ENE	44	
6	11	150	E×S	2	29 86	Mod.	ENE	43	39
7	15 5	150	E×S	2	29 86	Smooth	E	43	
8	20	150	E×S	2	29 86	Smooth	E	43	38
9:15	26	150/270	E×S	2	29 86	Smooth	E	44	
10		270	E×S	2	29 86	Smooth	E	44	
11		270	E×S	2	29 86	Smooth	E	46	
NOON 12	43 8	300	E×S	2	29 86	Smooth	E	48	37
1		350	E×S	2	29 86	Smooth	E		
2		350	E×S	2	29 86	Smooth	E		
3	64 6	350	E×S	2	29 86	Smooth	E	50	
4	71 3	350	E×S	2	29 86	Smooth	E	52	40
5	78	350	E×S	2	29 86	Smooth	E	53	
6	84 5	350	E×S	2	29 86	Smooth	E	53	
7		350	E×S	2	29 86	Smooth	E	53	
8	98 4	350	E×S	2	29 84	Smooth	E	52	42
9:40	110	E	E×S	2	29 84	Smooth	E	48	38
10		E	E×S	2	29 84	Smooth	E	45	40
11		E	E×S	2	29 84	Smooth	E	45	40
MID. 12	23	E	E×S	2	29 84	Smooth	E	44	40

8:00 A.M.		NOON		8:00 P.M.	
Lat. 69–07–30N	DR.	*Lat.* 69–18N	OBS.	*Lat.* 70–05N	OBS.
Long. 177–23W	DR.	*Long.* 178–18W	OBS.	*Long.* 178–15W	OBS.

Monday, August 8, 1927

ONG STRAIT. After studying ice conditions around Wrangel Island and consulting our Eskimos we concluded that the ice pack was moving northwest and that in a day or two the pack would probably split on Cape Hawaii (the SE corner of W. I.) and so we are now cruising south towards Cape North killing time and also looking for better weather as there is still a dense fog.

7:00 a.m. Clearing up.

8:40 a.m. Sun out, got observation.

9:15 a.m. Log 26, changed course to W(c)=284 true.

10:30 a.m. In sight of Siberian coast near Cape North. Threw over sealed bottle in 69N and 178W.

11:35 a.m. Log 41, comp. C. 300=315 true.

11:15 a.m. to 11:45 a.m. Starboard engine stopped on account of fire in exhaust.

Noon. Weather—sun out, light clouds, clear, light SE wind, very pleasant. All on deck reading or playing victrola. Will be local noon about 12:59 ship.

Note. 40 miles to go to cross 180th meridian where it is now August 9th instead of August 8th.

1:20 p.m. Log 53 changed course to 350 comp=North True. Looking for ice again. Note. Were set north six miles in past 24 hours.

4:00 p.m. Light breeze and clear sky.

6:30 p.m. Got five observations of sun on and near P.V. under ideal conditions. Long. 178° 15′W.

[LOG CONTINUED ON NEXT PAGE]

Monday, August 8, 1927—*Continued*

7:15 p.m. Being in a part of Long Strait where no soundings have ever been taken took following soundings:

70N 178-15W, 25 fathoms, mud bottom.

70-10N 178-15W, 28½ fathoms, mud bottom.

70-20N 178- 15W, 24 fathoms, mud bottom.

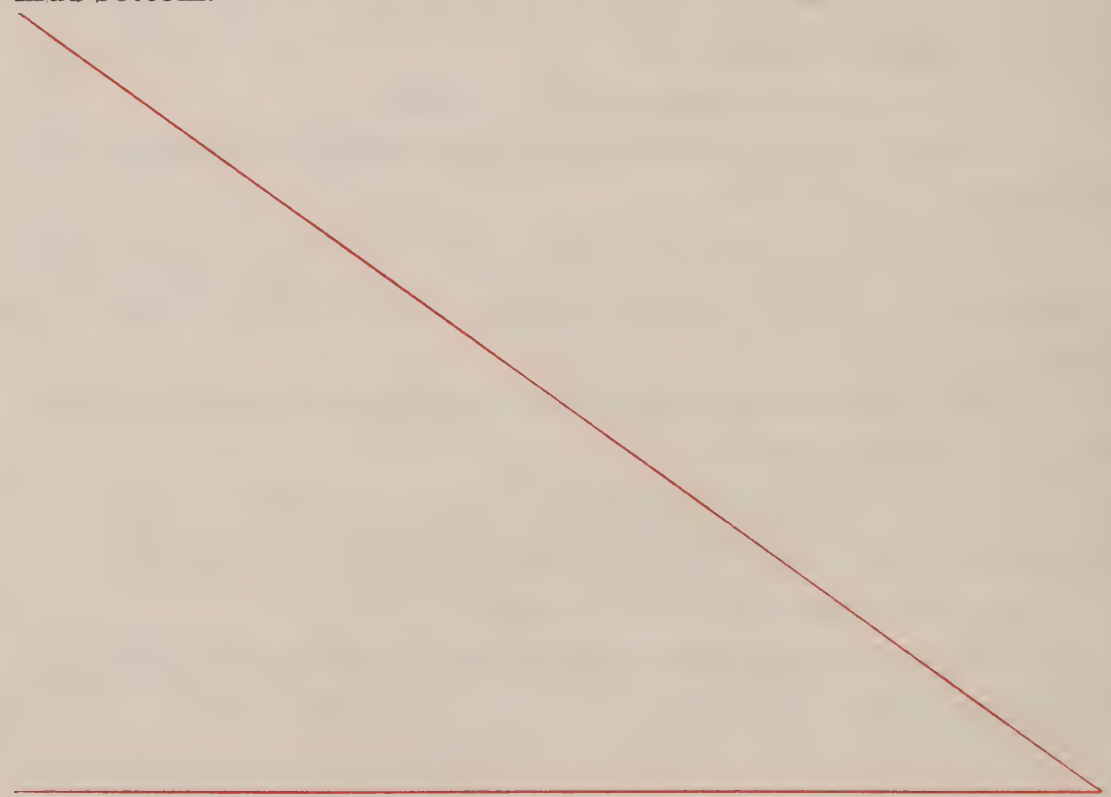
8:44 p.m. Ice in sight on port bow.

9:30 p.m. Thick fog, water 38 or 4 degrees colder than at 8:00 p.m.

9:40 p.m. Changed course to E (comp.). Fog too thick to permit of approaching ice any closer with safety.

Midnight. Thick fog, not much wind and sea so letting go anchor to maintain our position near ice which is NW of us about ten miles.

Anchored in 70-13N and 177° 40′ W by DR. in 27 fathoms water, mud bottom.



Log of The Northern Light

FROM LONG STRAIT TOWARDS CAPE BILLINGS

Zone +11 — AUGUST 9, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1			E	3	29 84	Mod.	E	44	40
2			E	3	29 85	Mod.	E	44	40
3			E	3	29 85	Mod.	E	44	40
4			E	3	29 85	Mod.	E	44	39
5			E	3	29 85	Mod.	E	44	39
6			E	3	29 85	Mod.	E	45	39
7			E	3	29 85	Mod.	E	45	39
8			E	3	29 86	Mod.	E	45	39
9	22 4	245	E	3	29 86				39
10	27 4	245	E	3	29 86				40
11	35	245	E	3	29 86				41
NOON 12	42	245	E	3	29 86	Mod.	E	45	42
1		245	E	3	29 86	Mod.	E	46	42
2	55	245	E	3	29 86	Mod.	E	46	42
3	61	245/130	E	3	29 84	Mod.	E	46	42
4	65 1	130	E	3	29 83	Mod.	E	46	42
5		130	E	3	29 82	Mod.	E	45	40
6	72 8	130	E	3	29 82	Mod.	E	45	40
7	76	130	E	3	29 82	Mod.	E	45	40
8	80 8	130	E	3	29 85	Mod.	E	44	40
9	84	45	E	3	29 85	Mod.	E	43	40
10		45	E	3	29 85	Mod.	E	43	40
11		45	E	3	29 86	Mod.	E	42	40
MID. 12	92 7	45	E	3	29 86	Mod.	E	42	40

8:00 A.M.	NOON	8:00 P.M.
Lat. 70–13N } DR.	*Lat.* 70–08N DR.	*Lat.* 69–46N DR.
Long. 177–40W } Anch'd.	*Long.* 178–36W DR.	*Long.* 179–09W OBS.

Tuesday, August 9, 1927

MIDNIGHT TO SEVEN A.M. Anchored in Long Strait as before. Thick fog. Fresh easterly breeze and moderate sea.

7:00 a.m. to Noon. Fresh breeze, heavy, thick fog.

9:00 a.m. Still thick fog and fresh breeze so weighed anchor and at 9:15 a.m. underway on 245 psc. = 257 true, looking for ice, walrus, polar bears and better weather.

Thick fog all through this watch.

Noon to 5:00 p.m. Fog as before.

At 3:00 p.m. log 61 in 70-04N and 179-30W by DR. turned around and steered 130 psc. = 148 true hoping to run out of fog on this course. At 179-30W (our farthest west) we were only ten miles east of 180th meridian.

5:00 p.m. to 9:00 p.m. Steering 130 psc. as before. From 6:00 p.m. on alternately clear with fog squalls. Got good observation of sun between 6:00 p.m. and 7:00 p.m.

9:00 p.m. to Midnight. Clear with fog squalls as before. 9:10 p.m. log 84 changed course to NE (c) making good about 50 true. Half speed both engines.

Midnight. Weather about same.

Log of The Northern Light

FROM LONG STRAIT TOWARDS WRANGEL ISLAND

Zone +11 — AUGUST 10, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	96	45	E×N	3	29 88	Mod.	E	42	40
2	100	45	E×N	3	29 88	Mod.	E	42	40
3	4 2	45	E×N	2	29 88	Mod.	E	42	42
4	8 5	45	E×N	2	29 88	Mod.	E	42	42
5	12 6	45	NE	2	29 88	Mod.	E	42	42
6	16 6	45	NE	2	29 88	Mod.	E	42	40
7	20 6	45	NE	2	29 88	Mod.	E	42	40
8	24 2	45	ENE	2	29 92	Mod.	E	42	40
9	29 5	N	NE	2	29 92	Mod.	E	41	41
9:40	34	In ice	NE	2	29 93	Mod.	E	41	41
11			NE	2	29 95	Mod.	E	41	38
NOON 12			NE	2	29 97	Mod.	E	41	34
1:30		N	NE	2	29 97	Mod.	E	41	34
2		N	NE	2	29 97	Mod.	E	41	34
3:30	34 2	N	NE	2	29 98	Mod.	E	41	34
4	37 2	N	NE	2	29 98	Mod.	E	41	36
5	43 3	305	NE	2	29 98	Mod.	E	41	36
6	49	305/N	NE	2	30 00	Mod.	E	36	32
7		70	NE	2	30 00	Mod.	E	38	32
8	55	300	ENE	2	30 00	Mod.	E	39	32
9	59	300/70	ENE	2	30 00	Mod.	E	38	32
10	59 2	70	ENE	2	30 06	Mod.	E	38	33
11	59 5	70	ENE	2	30 06	Mod.	E	38	34
MID. 12	60	70	ENE	2	30 07	Mod.	E	38	35

8:00 A.M.		NOON		8:00 P.M.	
Lat. 70–11N	DR.	*Lat.* 70–25N	OBS.	*Lat.* 70–52N	DR.
Long. 177–28W	DR.	*Long.* 177–17W	DR.	*Long.* 177–15W	DR.

Wednesday, August 10, 1927

CRUISING back towards Cape Hawaii, Wrangel Island. Fresh breeze with occasional fog squalls as before.

8:20 a.m. Log 25.5 changed course to N (comp.) = 15 true, cloudy but clear, no more fog.

9:00 a.m. Ice in sight to NW.

9:40 a.m. Took in log (34) stopped to hunt walrus.

10:30 a.m. Mrs. Borden went off in Kayaks with our two Eskimos and shot a large bull walrus.

11:00 a.m. Rochester Slaughter shot an Oogruk (Bearded Seal) in head at over 100 yards. Big John Eskimo then harpooned it from Kayak. Sun out for short time.

1:30 p.m. Underway for Cape Hawaii. Course N (psc.)

3:00 p.m. Getting foggy again.

4:30 p.m. Changed course to 300C = 315 true. Visibility about two miles. Fog.

5:30 p.m. Heavy ice ahead. Changed course to N and then at 6:15 p.m. to 70 psc. = 88 true.

Too thick to try to make land or work ice (visibility not over ¼ mile) so standing E waiting for clear weather.

6:15 p.m. In 70-40N and 177-23W by DR. sounding showed 17 fathoms, black sand. Log 53 changed course to 300C = 345 true.

9:00 p.m. to midnight. Close in to big ice again, thick fog, sounding 17 fs. black sand, so stood 70 psc. half speed starboard engine only.

Log of The Northern Light

AT WRANGEL ISLAND

Zone +11 AUGUST 11, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	61	70	ENE	2	30 07	Mod.	NE	38	35
2	61 9	70	ENE	2	30 07	Mod.	NE	38	36
3		70	ENE	2	30 07	Mod.	NE	38	36
4	63	70	ENE	2	30 07	Mod.	NE	38	36
5		70	ENE	2	30 07	Mod.	NE	38	36
6		70	ENE	2	30 06	Mod.	NE	38	36
7	63 6	70	ENE	2	30 06	Mod.	NE	38	35
8	68 4	280	NE	2	30 06	Mod.	NE	38	35
9	74	280	NE	2	30 08	Mod.	NE	37	34
10	*81		NE	2	30 08	Mod.	NE	37	32
11			NE	2	30 08	Mod.	NE	36	30
NOON 12			NE	2	30 08	Calm		36	30
1			NE	2	30 08	Calm		35	30
2			NE	2	30 08	Calm		35	30
3			NE	2	30 08	Calm		35	30
4			NE	2	30 08	Calm		35	30
5			NE	2	30 08	Calm		35	30
6			NE	2	30 07	Calm		34	30
7			NE	2	30 07	Calm		33	30
8			NE	2	30 08	Calm		32	30
9			NE	2	30 08	Mod.	NE	32	30
10		65	NE	2	30 08			32	30
11		65	NE	2	30 07			33	32
MID. 12		65	NE	2	30 06			35	32

8:00 A.M.	NOON	8:00 P.M.
Lat. 71N DR.	*Lat.* 1½ m. off Cape	*Lat.* Same as noon
Long. 176–20W DR.	*Long.* Hawaii–In ice	*Long.*

* Log in account ice.

Thursday, August 11, 1927

MIDNIGHT TO EIGHT A.M. Standing out on course 70 psc. at half speed one engine, waiting for clear weather. Weather slowly getting colder and clearer. Wind hauling to northward. From 6:30 a.m. on clear and Wrangel Island visible to west.

7:15 a.m. Turned and steamed west psc. towards island.

7:30 a.m. Changed course to 280 psc.

8:00 a.m. to Noon:

10:00 a.m. Close in to island between Cape Hawaii and Pillar Point about two miles from shore, sounding 13 fs. hrd. Saw three polar bears on ice. Lowered whaleboat and Mr. Slaughter went after them with Second Mate Dahl, two seascouts and two Eskimos, but were unable to get to them on account heavy ground swell rolling in from NE and breaking on the ice pack lying between us and shore.

Noon to 8:00 p.m. During afternoon worked ice along shore to lee of Cape Hawaii. Sun out and a fine day. Saw two more bears on shore ice but unable to get to them on account swell. Finally worked well into pack to leeward of Cape Hawaii where we saw another large bear on ice to seaward of us. This was big ice in constant motion on account of swell and drifting in a southwesterly direction at rate of about two miles an hour. Lowered whaleboat and Mr. Dahl, Seascout Purcell and two Eskimos took Miss Ames after this bear. Left vessel at 2:45 p.m. and returned at 4:00 p.m. unsuccessful, having lost sight of bear.

Mr. and Mrs. Slaughter and Miss Ames then went off in launch with Mr. Olson and Eskimos going north towards Cape Hawaii. After they left

[LOG CONTINUED ON NEXT PAGE]

Thursday, August 11, 1927—*Continued*

we saw four (4) bears out on ice where Miss Ames had been, so Mrs. Borden and I went after them in whaleboat with Mr. Dahl and Seascouts McClelland and Ram. Saw a big bear asleep on top of a big ice cake a long way in ice field. Finally pushed our way to within 150 yards of him, several times narrowly escaped being crushed by the ice. Killed him with first shot.

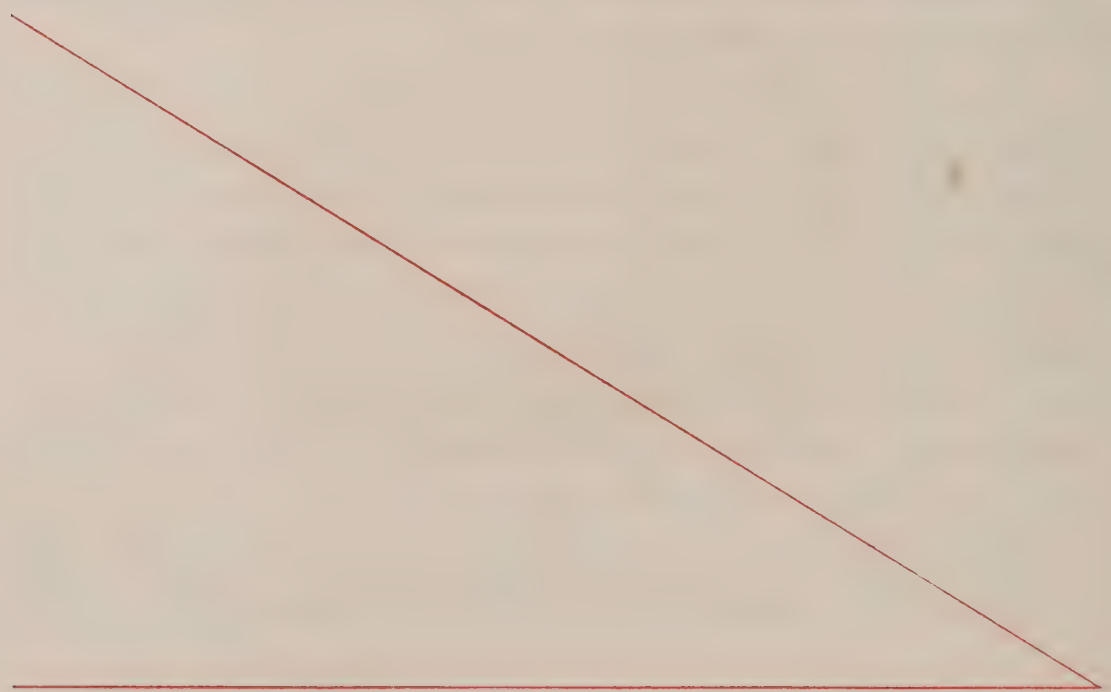
On our return to ship found that Miss Ames had shot two walrus but no bears were seen by the launch party.

Note. Center of Cape Hawaii bearing N True, distance 3500 meters by Range Finder, hand had showed 11 fathoms.

9:30 p.m. All on board so standing SE out through ice pack which had closed in behind us. Saw 11 polar bears today.

Wired Tom Ross at Nome that we were at Wrangel Island and asked him to tell families of our Eskimos that they were well and to let us know how they were.

John Borden.



In the ice near Wrangel Island

Log of The Northern Light

AT WRANGEL ISLAND

Zone +11 — AUGUST 12, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		65	NE	2	30 02	Calm	NE	34	32
2		65	NNE	2	30 00	Calm		34	32
3		65	NNE	1	30 00	Calm		34	33
4		65	NNE	1	29 98	Calm		34	33
5		65	NNE	1	29 98	Calm		35	34
6		65	NNE	1	29 98	Calm		35	35
7		N	NNE	1	29 96	Calm		36	34
8		300	N	1	29 94	Calm	NE	37	35
9		300	N	1	29 94	Calm		37	32
10			N	1	29 94	Calm		38	30
11			N	1	29 94	Calm		38	30
NOON 12			N	1	29 94	Calm	NE	37	30
1			N	1	29 94	Calm		37	30
2			N	1	29 94	Calm		40	30
3			N	1	29 94			42	30
4			N	1	29 93	Calm	NE	43	30
5			N	1	29 92	Calm		44	30
6			N	1	29 91	Calm		42	30
7			N	1	29 90	Calm		40	30
8			N	1	29 90	Calm	NE	38	30
9			N	1	29 90	Calm		38	30
10			N	1	29 91	Calm		37	32
11			N	1	29 92	Calm		36	32
MID. 12			N	1	29 93	Calm		35	33

8:00 A.M.	NOON	8:00 P.M.
Lat. 71–03N } By cross bearings *Long.* 176–30W }	*Lat.* *Long.*	*Lat.* *Long.*

Friday, August 12, 1927

STEAMING 65 psc. outside the ice off Wrangel Island, half speed one engine.

2:00 a.m. Pillar Point abeam.

4:00 a.m. Light NE breeze, cloudy.

6:30 a.m. Steamed north until steered NW for Waring Point.

8:00 a.m. Whole east end of Wrangel Island visible, distant about ten miles. This promises to be one of the best days so far. Swell has subsided a great deal. No fog. Light northerly wind, overcast with occasional sunshine.

9:00 a.m. to 11:00 a.m. Steamed a little way around north end of Waring Point until stopped by solid impenetrable ice pack; then south two to three miles from shore towards Cape Hawaii, looking for polar bears. Saw four bears a long way in heavy ice so unable to get to them. Steamed slowly along shore through ice to Rodgers Harbor. Saw Russian settlement there consisting of four good sized wooden houses and several sod huts. Quite a number of people on beach including at least one woman. We ran up U.S. Ensign and they hoisted Red Flag of Soviet Russia. No boat came off to us and we made no attempt to land being doubtful of our reception and having been warned by Captains Cochran and Pedersen to keep away from Russian Settlements.

While off this village Slaughter shot a large bear (4:00 p.m. to 5:00 p.m.).

6:00 p.m. King Island Big John went off in Kayak and harpooned a walrus to show us how Eskimos used to hunt walrus.

Afterward worked out through some pretty heavy ice and steamed north towards Cape Hawaii.

[LOG CONTINUED ON NEXT PAGE]

Friday, August 12, 1927—*Continued*

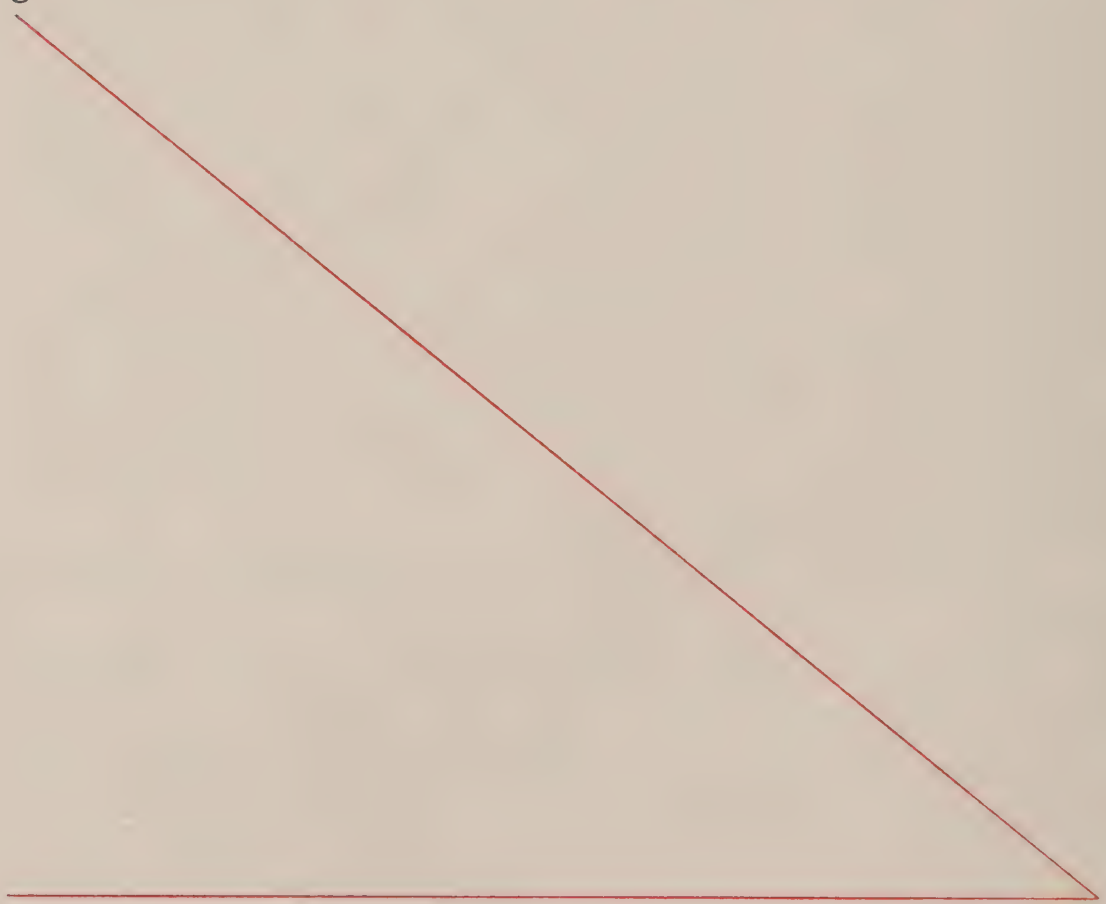
Saw two more bears on edge of ice field near Cape Hawaii and there being no wind and very little swell we were able to get to them in the whaleboat. Miss Ames shot one and Capt. Borden shot the other. Saw four more bears later but too far away.

Have seen seventeen bears so far and killed four.

All on board at 11:00 p.m. and standing out to sea to anchor for the night. Calm and clear.

Rated chronometers by R.T.S. from San Francisco.

Received radio from Tom Ross, Nome, saying "Families of your Eskimos well and send love. Chief John requests you stop at King Island and get native drums."



Log of The Northern Light

AT WRANGEL ISLAND

Zone +11 — AUGUST 13, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1			N	½	29 94	Calm	NE	37	32
2			N	½	29 94			38	32
3			E	1	29 93			38	32
4			E	1	29 91			38	32
5			E	1	29 90			38	32
6			E	1	29 90			38	32
7			E	1	29 89			38	32
8			SE	1	29 89	Calm		38	32
9			SE	1	29 89			38	32
10			SE	1	29 88			38	32
11			SE	1	29 87			37	30
NOON 12			SE	1	29 86	Calm		37	30
1			S	1	29 85			37	30
2			S	1	29 85			37	30
3			S	1	29 85			38	30
4			S	2	29 85	Calm		38	30
5			S	2	29 85			38	29
6			S	2	29 85			38	29
7			S	2	29 85			38	29
8			S	3	29 85			38	30
9			S	3	29 84			38	30
10			S	3	29 82			38	32
11			S	3	29 84			38	35
MID. 12			S	2	29 84	Smooth		38	35

8:00 A.M.	NOON	8:00 P.M.
Lat. Waring Point bearing 200 True, distance 5 miles *Long.*	*Lat.* *Long.*	*Lat.* *Long.*

Saturday, August 13, 1927

IDNIGHT TO EIGHT A.M. TO NOON.

12:30 a.m. Anchored off Cape Hawaii, Wrangel Island in 70° 46′N and 177°20′W in 19 fathoms water.

7:30 a.m. Underway to hunt polar bears. Saw several and finally two that we could get to. Mrs. Slaughter went after one and Mrs. Borden went after the other but both missed their shots and the bears escaped.

Noon to Midnight. Hunting for polar bears until 8:00 p.m. when stood out SE psc. for the night. Saw five or six bears during the afternoon but all too far in pack. (Steamed around Waring Point until stopped by solid pack ice which extends NW from Bruch Spit). Have seen no bears north of Pillar Point at any time. This is weather side of island so no doubt bears congregate here to feed on walrus killed or wounded by natives of Point Hope, Cape Serdze, etc. as they drift NW and lodge against the ice pack. All the bears we have seen were very large and fat and Mr. Dahl who has a great deal of experience hunting between Greenland and Franz Josef Land remarked on how much larger these bears were than those he had seen in the Atlantic Arctic.

Light southerly wind and falling barometer. Visibility exceptionally good.

Note. "Jack Hadley's Land," see Appendix to Stefansson's "Wrangel Island Adventure."

At about 9:00 p.m. Waring Point bearing 302 true and Pillar Point bearing 252 true and tangent to Cape Hawaii bearing 236 true the north end of Herald bore 64 true. Just south of Herald Island what appeared to

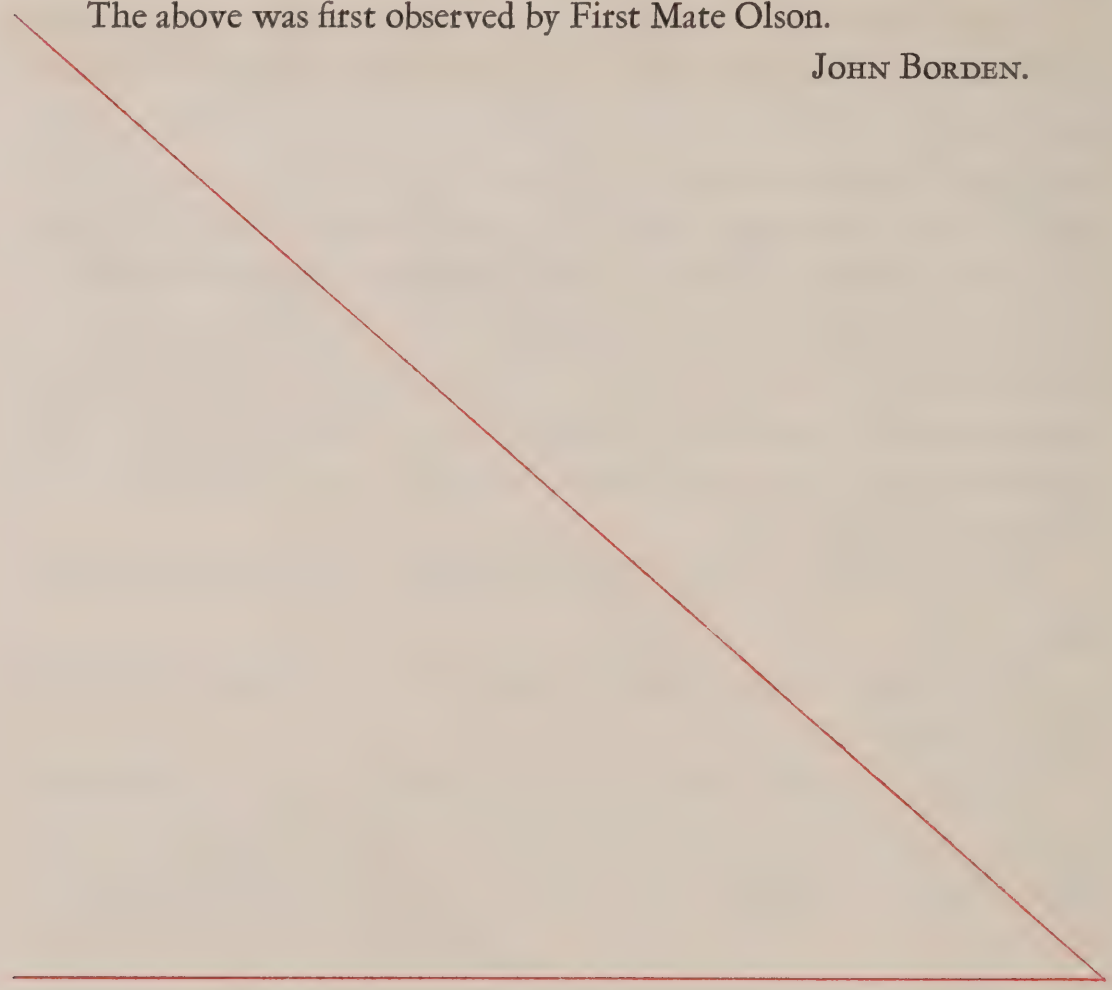
[LOG CONTINUED ON NEXT PAGE]

Saturday, August 13, 1927—*Continued*

be land was visible. There appeared to be an opening between Herald Island and this other island (?). However although the weather was very clear there was a cloud bank on the eastern horizon which somewhat obscured Herald Island at times. Hadley reports seeing this land from Waring Point on several clear days and estimated it to be much farther away than Herald Island (100 miles away as against 35 for Herald Island). To us they seemed about the same distance off so in my opinion we saw Herald Island divided in two parts by the dip of the horizon or displaced by refraction. (Just previously had seen a rainbow in east).

The above was first observed by First Mate Olson.

JOHN BORDEN.



A Chukchee

Log of The Northern Light

AT WRANGEL ISLAND

Zone +11 AUGUST 14, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		SE	S	2	29 86			38	35
2		SE	S	2	29 86			38	35
3		SE	S	2	29 86			38	35
4		SE	S	2	29 86			38	36
5		SE	SSW	1	29 86			38	36
6		SE	SSW	1	29 86			38	36
7		250	SSW	1	29 86			39	35
8		W	SSW	1	29 86			39	38
9		330	W	1	29 86			39	34
10			Calm		29 86			39	33
11			Calm		29 86			39	33
NOON 12			Calm		29 87			39	33
1			Calm		29 87			40	33
2			Calm		29 87			41	33
3			SW	1	29 87			42	32
4			SW	1	29 87			43	32
5			SW	1	29 88			44	32
6			SW	1	29 88			43	32
7			SW	1	29 88			42	32
8			SW	1	29 89			42	32
9			SW	1	29 89			41	32
10			SW	1	29 90			40	33
11			SW	1	29 90			40	34
MID. 12	100 1	130	SW	2	29 90			40	36

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, August 14, 1927

STEAMING SE under slow bell. Fine clear calm night.

1:30 a.m. Waring Point bearing 318 psc. and south point of Herald Island bearing 28 psc.

6:30 a.m. Changed course to west psc. Full speed.

7:00 a.m. A beautiful morning. Bright sunshine, cloudless sky and not a breath of wind.

Note. During last night as we got closer to Herald Island we took the following bearings of Herald Island and the other apparent island to the south of it.

10:00 p.m. August 13th. Checked as below.

Waring Point bore 313 true.

N end of Herald Island bore 63 true = N end Herald Island.

S end of northern island bore 67 true = center Herald Island.

S end of southern island bore 71 true = S point Herald Island.

So evidently this is all Herald Island, not two islands at all.

During the morning worked through some heavy ice to SW of Cape Hawaii. Not a cloud in the sky, not a breath of air and not a ripple on the ocean, but everything enveloped in a thick, low hanging mist. However about noon a light SW breeze sprang up and fog drifted off. Almost immediately we saw a large bear near edge of ice. Lowered dory and Capt. Borden took Mr. and Mrs. Slaughter after him. Got within 30 yards of him and Mrs. Slaughter shot him.

While this was going on the Steward saw another bear which Mrs. Borden shot.

[LOG CONTINUED ON NEXT PAGE]

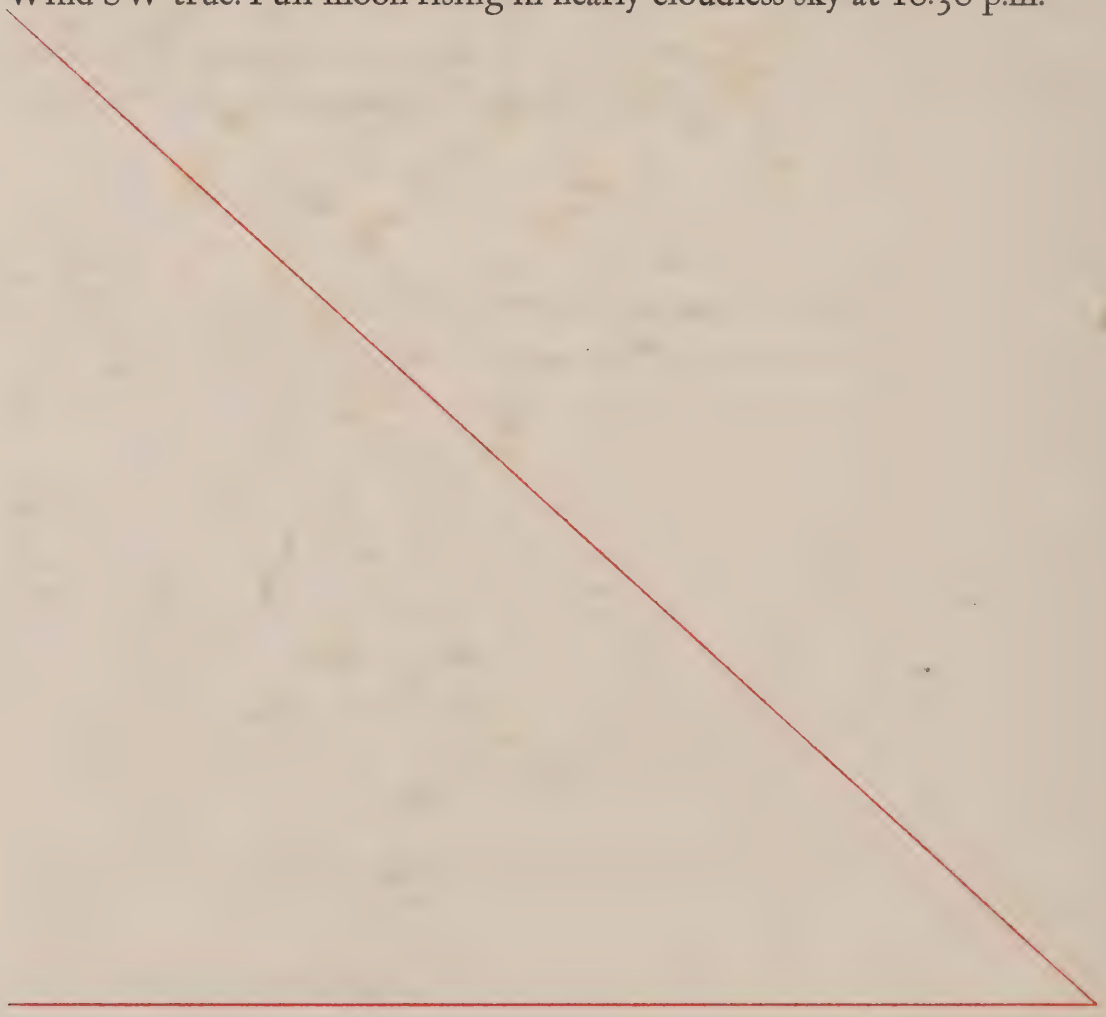
Sunday, August 14, 1927—*Continued*

After lunch worked ice north towards Pillar Point near which our Eskimos shot a beautiful female which they presented to Mrs. Borden.

Mr. Hine then went off in launch and shot a number of birds for the museum, among them Kittiwakes, Mandt's Guillemots and Pallas Murres.

Then at 9:10 p.m. with a cloudless sky and calm sea we hoisted the Homeward Bound Pennant and shaped our course for East Cape.

10:55 p.m. Foresail, mainsail and staysail set. Course 130 psc. = 154½ true. Waring Point bearing 315, N. end of Herald Island 50. Log 92.2 Wind SW true. Full moon rising in nearly cloudless sky at 10:30 p.m.



Log of The Northern Light

FROM WRANGEL ISLAND TO NOME

Zone +11 — AUGUST 15, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	7 5	130	SSW	3	29 88	Smooth	S	40	36
2	14 6	130	SSW	3	29 88	Smooth	S	40	36
3		130	SSW	3	29 86	Mod.	S	40	38
4	27 3	130	SSW	3	29 86	Mod.	S	42	40
5	33 1	130	S	3	29 86	Mod.	S	43	40
6	38	125	S	3	29 84	Mod.	S	42	42
7	43	125/120	S	3	29 84	Mod.	S	42	42
8	49	120	S	4	29 84	Choppy	S	42	42
9:30	55 2	220	S	4	29 84	Choppy	S	42	42
10		220	S	4	29 84	Choppy	S	44	42
11		220	S	4	29 84	Choppy	S	44	42
NOON 12	73 5	220	S	4	29 83	Choppy	S	44	42
1		215	S	4	29 82	Choppy	S	46	42
2		215	S	4	29 80	Choppy	S	47	42
3	93 2	215	S	4	29 80	Choppy	S	47	42
4	99 7	220	S	3	29 80	Mod.	S	47	42
5		220	S	3	29 81	Mod.	S	47	42
6:15	15 3	135	SW	2	29 82	Mod.	S	47	42
7		135	SW	2	29 84	Mod.	S	47	41
8	27	135	SW	1	29 86	Mod.	S	47	41
9	34	135	W	2	29 86	Mod.	S	47	42
10		135	NW	2	29 90	Mod.	S	47	42
11		135	NW	3	29 95	Mod.	S	46	42
MID. 12	56 2	135	NW	3	29 98	Mod.	S	46	43

8:00 A.M.		NOON		8:00 P.M.	
Lat. 70–19N	DR.	*Lat.* 70–08N	OBS.	*Lat.* 69–38N	DR.
Long. 175–04W	DR.	*Long.* 175–30W	OBS.	*Long.* 177–00W	DR.

Monday, August 15, 1927

HIS day commenced with a fresh southerly breeze and clear sky. As we approached Herald Island and raised it up the apparent island to the south became connected with it and turned out to be what our bearings and sextant angles had convinced us it must be, the southern part of Herald Island.

5:00 a.m. Wind hauling more to the south. Fog squalls again.

9:30 a.m. Log 58.3. Went about on port tack 220 psc. heading for Cape Onman on Siberian Coast to get out of NW current and hoping to find the usual fine weather that we have invariably enjoyed along the Siberian Riviera.

NB. From 5:00 a.m. to 8:00 a.m. had a strong head current (NW) which kicked up a big sea. The mate on watch said he could see it coming and that the water "looked like boiling."

4:00 p.m. Wind and sea have moderated and the fog has gone. A very pleasant afternoon and evening.

4:30 p.m. Good observation sun dead ahead giving line of position at right angles to course and checking log to within two miles.

6:10 p.m. Wind hauling W so around on starboard tack steering 151 true, log 15.3.

8:00 p.m. Wind dying out. Siberian Coast in sight, distant about 65 miles.

9:00 p.m. Started to breeze up from west with rain squalls.

Midnight. Fresh breeze, cloudy sky.

Log of The Northern Light

FROM WRANGEL ISLAND TO NOME

Zone +11 AUGUST 16, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		135	NW	3	30 00	Mod.	NW	45	44
2	71 3	135	NW	3	30 00	Mod.	NW	45	44
3	79 8	135	NW	3	30 03	Mod.	NW	45	44
4	87 9	140	NW	3	30 04	Mod.	NW	45	44
5	95 7	140	NW	3	30 06	Mod.	NW	45	44
6	103 7	140	NW	3	30 10	Smooth	NW	45	44
7	11 4	160	NW	3	30 14	Smooth	NW	44	44
8	19	160	NW	2	30 19	Smooth	NW	44	44
9		160	NW	2	30 19	Smooth	NW	44	44
10		160	NW	2	30 19	Smooth	NW	44	44
11		160	NW	2	30 20	Smooth	NW	44	44
NOON 12	50	160	NW	2	30 22	Smooth	NW	46	44
1		100		1	30 22	Smooth	NW	49	44
2	64 4	100	NW	1	30 24	Smooth		50	44
3		100	E	2	30 25	Smooth	E	50	44
4		100	E	2	30 25	Smooth	E	50	44
5		100	E	2	30 25	Smooth	E	50	44
6:22	72 7	100	E	2	30 25	Smooth	E	48	44
7		92	E	2	30 26	Smooth	E	47	44
8	83 6	92	ESE	2	30 27	Mod.	SE	47	44
8:45	88 3	86	ESE	2	30 30	Mod.	SE	46	44
10	97 5	86	ESE	2	30 30	Mod.	SE	45	44
11	104 4	86	ESE	2	30 30	Mod.	SE	44	42
MID. 12	11 2	86	ESE	2	30 30	Mod.	SE	43	41

8:00 A.M.	NOON	8:00 P.M.
Lat. N. of Cape	*Lat.* 2 m. N. E. of	*Lat.* Between Koliuchin Island
Long. Onman	*Long.* Cape Onman	*Long.* and Cape Jinretlen.

Tuesday, August 16, 1927

FOUR A.M. Fresh breeze (NW) and fog, barometer rising.

6:00 a.m. Cloudy but no fog.

6:30 a.m. Changed course to 160 psc.= south true for Cape Onman.

8:00 a.m. Cape Onman in sight ahead and what may be Cape VanKarem on starboard bow.

According to Coast Pilot charted positions of Cape VanKarem and Karkapko Island are about 20 miles too far SE.

Karkapko Island is charted 67°-49′N and 175°-46′W and Coast Pilot gives corrected position as 68°-09′N and 176°-22′W.

Got good line of position at 9:30 a.m. which checked OK with DR. and Cape Onman (this seems to be in right place).

The usual Siberian Riviera weather is with us again, light NW wind, sunshine and smooth sea.

Noon. Beacon on Cape Onman not visible at distance of two miles although a very clear day.

Changed course to 100 psc.=121 true for Cape Serdze via Koliuchin Island.

3:00 p.m. Lowered launch with Mr. and Mrs. Slaughter and Mr. Hine to shoot birds around and on Koliuchin Island.

At 6:15 p.m. all on board with cormorants, puffins, gulls, murres and guillemots. A settlement of natives was found on NW spit and a deserted village on SE spit.

The cormorants secured are Graculus Bicistatus-Pallas.

Underway for Cape Serdze.

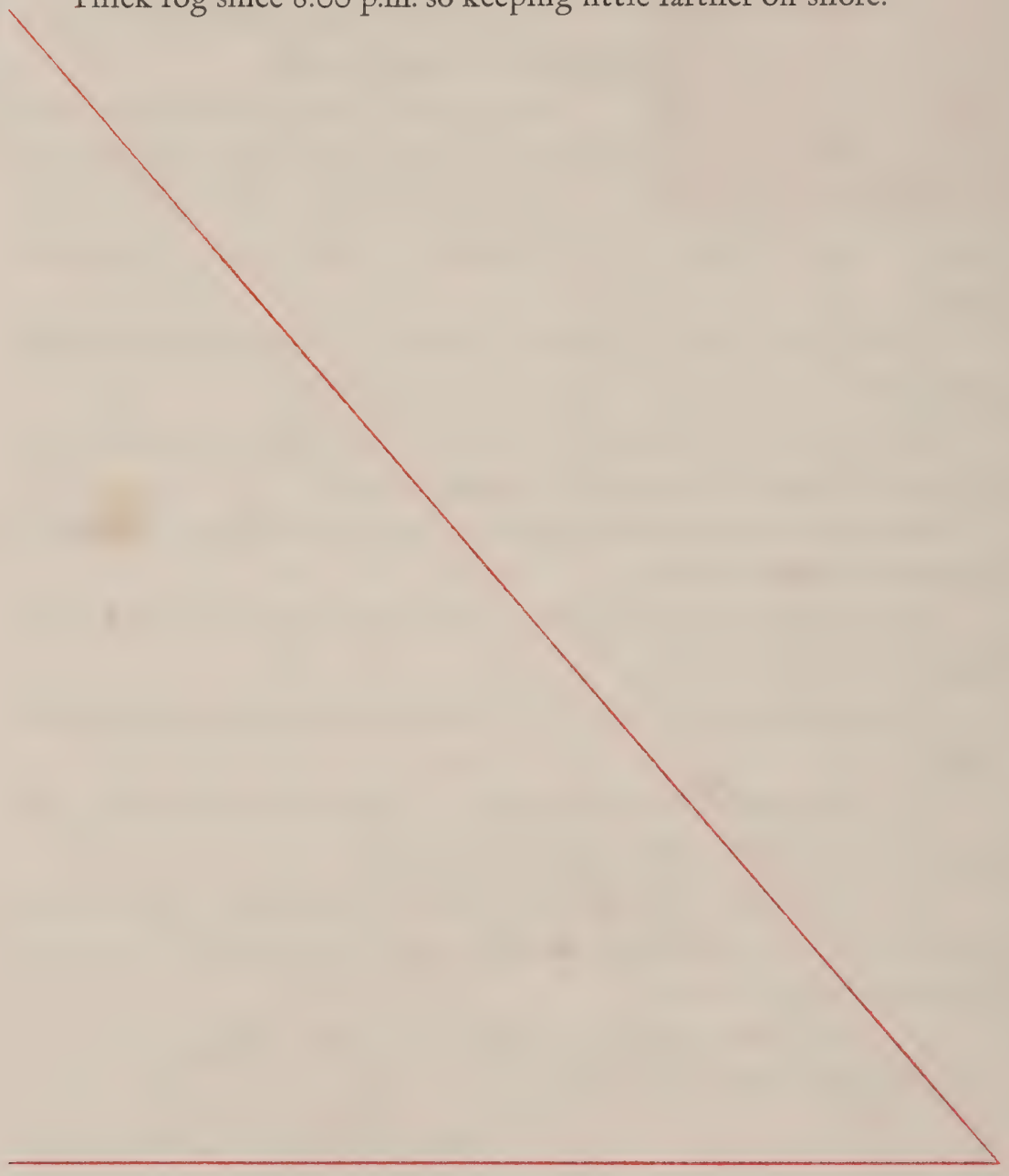
[LOG CONTINUED ON NEXT PAGE]

Tuesday, August 16, 1927—*Continued*

6:22 p.m. Koliuchin Island north point bearing 326 true, distant 1.5 miles, log 72.7.

8:45 p.m. Log 88.3, changed course to 90 psc.

Thick fog since 8:00 p.m. so keeping little farther off shore.



Log of The Northern Light

FROM WRANGEL ISLAND TO NOME

Zone +11 — AUGUST 17, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	17 9		E	2	30 32	Smooth	E	43	40
2	34 4	86	E	2	30 32	Smooth	E	42	40
2:15	26	125	E	2	30 32	Smooth	E	41	39
4		135	E	2	30 32	Smooth	E	41	40
5			E	2	30 32	Smooth	E	41	40
6			E	2	30 32	Smooth	E	44	40
7			E	2	30 32	Smooth	E	45	40
8			E	2	30 32	Smooth	E	46	40
9			E	2	30 32	Smooth	E	48	40
10			E	2	30 32	Smooth	E	49	40
11			E	2	30 32	Smooth	E	50	40
NOON 12	38 3	100	ESE	3	30 32	Smooth	E	50	40
1		100	ESE	2	30 32	Smooth	E		
2		100	ESE	2	30 32	Smooth	E		
3		100	ESE	1	30 32	Smooth	E		
4	65	100	ESE	1	30 30	Smooth	E		
5:15	73 6	115	E	1	30 30	Smooth	E		
6	79	100	E	1	30 30	Smooth	E		
7	85 8	100	E	1	30 30	Smooth	E		
8	92 7	100	E	1	30 30	Smooth	E		
9	99 6	131	E	1	30 30	Smooth	E		
10		131	E	1	30 27	Smooth	E		
11		131	Calm		30 27	Smooth	E		
MID. 12	21 2	131	Calm		30 27	Smooth	E		

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, August 17, 1927

STEAMING towards Cape Serdzekamen. Clear again at 12:45 a.m. log 115, depth 22 fathoms. Light easterly breeze, Idlidlia Island abeam.

6:30 a.m. Anchored off Chukchee Village west of cape Serdze. Three boatloads of natives came aboard, all very jolly and glad to see us again. Found that Mr. Wall, his daughter and our Cossack had gone to East Cape. Gave the Chukchees presents of cigarettes, knives, tobacco and candy, also some jewelry for the women.

Mrs. Wall, (the chief's daughter) gave Mrs. Borden some beautiful slippers trimmed with cormorant and eider duck feathers which she had made for Mrs. Borden since our visit a month ago.

The Chukchees wanted flour, tea, 30-30 carts, plug tobacco (pipe), lump sugar, knives, pipes, needles and calico, so we traded with them for some ivory and furs.

Big John Eskimo also bought a very fine wolverine skin for $40.00 in American paper money.

After trading was over, our party went ashore to see their village and take pictures of it.

11:00 a.m. Underway for Nome.

12:10 p.m. Cape Serdze abeam, distant three-fourths mile, log 39.2.

4:00 p.m. Changed course to 115 psc., log 65.

8:40 p.m. Changed course to 131 psc., log 97.4.

Midnight. Calm, bright, clear sky, moonlight.

Log of The Northern Light

FROM WRANGEL ISLAND TO NOME

Zone +11 — AUGUST 18, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		131	NE	1	30 26	Smooth	NE	48	44
2	36	131	NE	1	30 25	Smooth	NE	48	42
3	46 4	140	NE	1	30 25	Smooth	NE	48	42
4	50 8	140	NE	1	30 22	Smooth	NE	48	42
5	58	131			30 20	Smooth	NE	48	42
6	65 6	131	NE	1	30 18	Smooth	NE	49	48
7	72 5	131	NE	1	30 18	Smooth	NE	50	48
8	80 2	131	NE	1	30 15	Smooth	NE	51	48
9		131	NE	1	30 15	Smooth	NE	52	48
10		131	NE	1	30 15	Smooth	NE	53	48
11		131	NE	1	30 15	Smooth	NE	54	48
NOON 12	107 5	131	NE	1	30 14	Smooth		54	48
1		131	NE	1	30 14	Smooth		54	48
2		131	NE	1	30 14	Smooth		54	48
3		131	NE	1	30 14	Smooth		55	48
4					30 12	Smooth		56	48
5					30 12	Smooth	NE	57	50
6	21				30 12	Smooth	NE	58	52
7					30 12	Smooth	NE		54
8	37 2				30 10	Smooth	E	58	55
9									
10	50 2								
11	56 4								
MID. 12	62								

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, August 18, 1927

TWELVE THIRTY A.M. East Cape abeam, distance off 3¾ miles, log 24.8.

2:20 a.m. Changed course to 140, log 37.

4:00 a.m. Light breeze; clear, fine weather.

4:35 a.m. Big Diomede abeam two miles off. Changed course to 131 psc., log 55.2.

6:45 a.m. Fairway Rock abeam seven miles off, log 71.

2:00 p.m. Anchored at King Island, Eskimos ashore to get native drums for dance they are to give us at Nome. Mr. Hine, Mr. and Mrs. Slaughter, and Miss Ames off in launch to get birds.

4:15 p.m. Underway for Nome. Eskimos brought off a sled (used with Kayak) and presented it to Captain Borden. The Captain gave them two 30-06 Remingtons and ammunition. Mr. Hine secured some puffins, least auklets, parrakeet auklets and sabine gulls.

5:10 p.m. King Island bears 302 true, distant seven miles, log 21.

8:00 p.m. Light breeze with rain squalls.

Log of The Northern Light

FROM WRANGEL ISLAND TO NOME

Zone +11 — AUGUST 19, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	69 4	110	SE	1	30 10	Smooth		56	57
2	75 5	105	SE	1	30 10	Smooth		56	56
2:40	81	80	SE	1	30 11	Smooth		56	56
4			WSW	1	30 12	Smooth		55	56
5			WSW	1	30 13	Smooth			
6			WSW	1	30 15	Smooth		56	
7			WSW	1	30 15	Smooth			
8			WSW	1	30 15	Smooth			
9			WSW	1	30 15	Smooth			
10			WSW	1	30 15	Smooth			
11			WSW	1	30 15	Smooth			
NOON 12			WSW	1	30 15	Smooth		56	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10			WNW	1	30 12	Smooth		51	
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat. 100	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, August 19, 1927

TWO-FORTY a.m. Sledge Island abeam distant one mile, log 81. Light breeze and clear but overcast.

5:40 a.m. Anchored off Nome in 4¾ fathoms of water.

Entered at Custom House and Immigration Office.

Took on board 1000 gallons water, 1000 gallons deisel oil, and 200 gallons lubricating oil.

Light breeze and clear sky all afternoon.

Half of crew on shore liberty from 6:00 p.m. to midnight.

King Island Eskimos entertained us with their native dances.

Log of The Northern Light

FROM NOME TO ST. LAWRENCE ISLAND

Zone +11 AUGUST 20, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			WSW	3	30 08	Mod.	W	56	
1									
2									
3									
4			WSW	3	30 08	Mod.	W	56	
5									
6									
7:15	98 5								
8	103	205	WSW	2	30 11	Smooth		55	54
9		205	WSW	2	30 11	Smooth		55	54
10	16 8	205	WSW	2	30 14	Smooth		54	54
11	24	205	WSW	2	30 14	Smooth		52	51
MID. 12	31	205	WSW	2	30 14	Smooth		52	52

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, August 20, 1927

ATTENDING to business and pleasure at Nome. Some of party went fishing in Nome River and returned with a good catch of Dolly Varden trout and arctic graylings.

Others went for a ride with Seppala behind his famous Siberian Dogs.

About 5:00 p.m. Tom Ross U.S.C.G. and his daughter came aboard to see us off and also a large delegation of King Islanders.

Altogether a very pleasant day.

7:15 p.m. Left Nome for St. Lawrence Island. Light southwest breeze and clear sky.

Note. Tom Ross gave us following data in regard to Hudson Bay Company's vessel, the "Lady Kindersley," which was abandoned in the ice August 31, 1924, 34 miles NW of Point Barrow in 71-47N and 157-12W.

In 1925 it was reported off Cape Jinretlen and in 1926 it was again reported inside of Koliuchin Island.

Log of The Northern Light

FROM NOME TO ST. LAWRENCE ISLAND

Zone +11 AUGUST 21, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	38 4	205	W	2	30 14	Smooth		51	54
2									
3									
4	61	205	NW	2	30 14	Smooth		50	54
5									
6									
7									
8	93	205	NW	2	30 18	Smooth		54	50
9			NW	3					
10									
11		260							
NOON 12	28	300	NW	3	30 18	Smooth		52	48
1									
2									
3									
4									
5									
6		157	NW	3	29 96	Smooth		50	
7								49	48
8	57	157	NW	3	29 96	Smooth		49	47
9									
10									
11									
MID. 12	89	157	NNW	3	29 96	Mod.	NW	48	47

8:00 A.M.	NOON	8:00 P.M.
Lat. 63–24N DR.	*Lat.*	*Lat.* 62–50N DR.
Long. 167–44W DR.	*Long.*	*Long.* 169–05W DR.

Sunday, August 21, 1927

Log of The Northern Light

SAILING and steaming towards St. Lawrence Island. Light breeze and clear sky beginning to cloud up about 4:00 a.m.

11:25 a.m. Punuk Island abeam distant six miles., log 22.5, changed course to 275 true. Made average of nine knots from eight to twelve.

Noon. Changed course to 315 true and Punuk Island again abeam on new course.

2:00 p.m. Anchored in sight west of East Cape, St. Lawrence Island in 8½ fathoms. Party ashore to collect birds. Returned at 5:15 p.m with specimens of old squaw, golden plover and red backed sandpiper. Saw two Eskimos and gave them some tobacco. They said they had been picking up messages from the "Northern Light" all summer on the radio.

5:30 p.m. Underway for Bogoslof Island. Course 176½true=161 psc.

6:00 p.m. Set foresail, staysail and jib.

7:15 p.m. SE Cape abeam, log 50.5. Fresh breeze, cloudy but fairly clear.

Log of The Northern Light

FROM ST. LAWRENCE ISLAND TO BOGOSLOF ISLAND

Zone +11 AUGUST 22, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		157	NNW	3		Mod.	NW		
2	105	157	NW	3	29 96	Mod.	NW		
3	13 3	157	NW	3	29 96	Mod.	NW	48	46
4	21 3	157	NW	3	29 98	Mod.	NW	48	46
5	29 3	157	NW	3	30 00	Mod.	NW	48	
6	38	157	NW	3	30 00	Mod.	NW	48	
7	46 4	157	NW	3	30 00	Mod.	NW	48	
8	55 8	157	NW	3	30 02	Mod.	NW	47	46
9	64 5	175	NW	3	30 02	Mod.	NW	47	46
10		175	W	3	30 02	Mod.	NW	47	46
11		175	W		30 02	Mod.	NW	47	
NOON 12	92	175	W	3	30 03	Mod.	NW	48	46
1	101 5	175	W	4	30 04	Mod.	W	48	46
2	11	175	W	4	30 06	Mod.	W	50	46
3	20	175	W	4	30 08	Mod.	W	50	46
4	28 6	175	W	4	30 10	Mod.	W	49	46
5	38	175	W	4	30 10	Mod.	W	49	46
6		175	W	4	30 11	Mod.	W	49	46
7		175	W	4	30 12	Mod.	W	49	46
8	65	175	WSW	4	30 14	Mod.	W	47	46
9		175	WSW	4	30 14	Mod.	W	47	46
10	82 5	175	WSW	4	30 15	Mod.	W	47	46
11	91 6	175	WSW	4	30 16	Mod.	W	47	46
MID. 12	101	175	WSW	4	30 16	Mod.	W	47	46

8:00 A.M.		NOON		8:00 P.M.	
Lat. 61–12N	DR.	*Lat.* 60–41N	OBS.	*Lat.* 59–30N	DR.
Long. 168–52W	DR.	*Long.* 169–02W	DR.	*Long.* 170W	OBS.

Monday, August 22, 1927

SAILING south towards Bogoslof Island with fresh breeze from cloudy sky.

6:00 a.m. Set mainsail.

9:00 a.m. Log 64.5 changed course to 175 psc. = 195 true.

7:00 p.m. Rated chronometers by R.T.S. San Francisco. Rate have been using checked exactly.

Log of The Northern Light

FROM ST. LAWRENCE ISLAND TO BOGOSLOF ISLAND

Zone +11 AUGUST 23, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1	10	175	WSW	4	30 16	Mod.	W	47	
2	19 5	175	WSW	4	30 16	Mod.	W	47	
3	29	175	WSW	4	30 16	Mod.	W	47	
4	38 4	175	WSW	4	30 16	Mod.	W	47	46
5	47 9	175							
6	57 7	175							
7	67 4	175							
8	76 6	175	WSW	3	30 20	Mod.	NW	47	45
9	85 8	160							
10		160							
11		160							
NOON 12	11 5	135	WSW	3	30 24	Mod.	NW	48	43
1		137	WSW	2	30 22	Smooth		49	
2		137	WSW	2	30 21	Smooth			
3		137	WSW	2	30 21	Smooth			
4	46 3	137	WSW	2	30 20	Smooth		51	46
5		137	WSW	2	30 20				
6		137	WSW	2	30 20				
7	72 8	140	WSW	2	30 19				
8	80	140	WSW	2	30 18	Smooth		50	47
9		140	WSW	2	30 18				
10		140	WSW	2	30 17				
11		140	WSW	2	30 17				
MID. 12	13 5	140	WSW	2	30 16	Smooth		48	47

8:00 A.M.	NOON	8:00 P.M.
Lat. 57–42N DR.	*Lat.* West of St. Paul's	*Lat.* 56–16N DR.
Long. 170–54W DR.	*Long.*	*Long.* 169–44W DR.

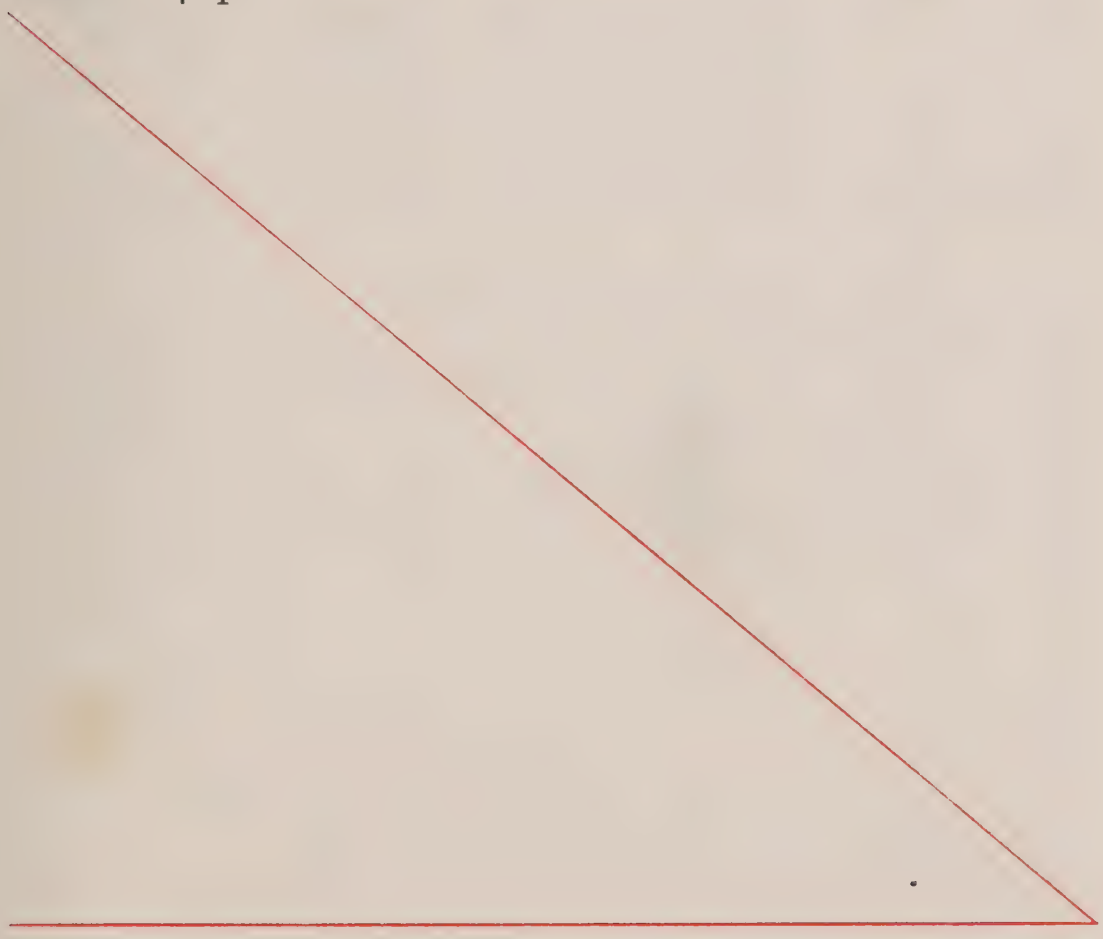
Tuesday, August 23, 1927

SAILING south to pass to west of Saint Paul's Island. Making good time (eight to ten knots) with a fresh WSW wind from cloudy sky.

11:00 a.m. Set Fisherman Staysail.

1:35 p.m. Otter Island (Pribilof Group) one mile away on Starboard beam, changed course to 137 psc.=156 true for Bogoslof Island. Log 25.

6:30 p.m. Bearings of St. George Island show set to east so changed course to 140 psc.



Log of The Northern Light

FROM ST. LAWRENCE ISLAND TO BOGOSLOF ISLAND

Zone +11 — AUGUST 24, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		140	W	1		Smooth	W	48	
2	29 5	140	W	1		Smooth	W	48	
3	37	140	W	1		Smooth	W	48	
4	45	140	W	1	30 14	Smooth	W	48	48
5	53	140	WNW	1		Smooth	W	48	48
6	59	140	WNW	1		Smooth	W	48	48
7	67 2	140	NW	1		Smooth	W	48	48
8	75	140	N	1	30 10	Smooth	W	49	48
9		140	N	1		Smooth	W	50	
10:30	94	140/131	N	1		Smooth	W		
11		140/131	N	1		Smooth	W		
NOON 12	105 7	131	N	1	30 10	Smooth	W	52	48
1	13 4	135	N	1					
2	21 7	133	N	1					
3	31 5	131	N	1					
4			N	1	30 10	Smooth	W	51	45
5									44
6									
7									
8	33	60	N	1	30 20	Smooth	W	48	
9		60	N	1					
10		60	N	1					
11		60	N	1					
MID. 12	55 2	60	N	1	30 10	Smooth	W	48	44

8:00 A.M.	NOON	8:00 P.M.
Lat. 54–54N DR.	*Lat.* 54–20–50N OBS.	*Lat.*
Long. 168–44W DR.	*Long.* 168–22W OBS.	*Long.*

Wednesday, August 24, 1927

SAILING towards Bogoslof with light breeze and rain.

5:00 a.m. Took in Fisherman Staysail for lack of wind to keep it full.

10:30 a.m. Log 94. Changed course to 131 psc.=150 true.

1:15 p.m. Bogoslof Island in sight ahead.

4:00 p.m. Lying to off SW side of Bogoslof. Water too deep to anchor, 65 fathoms, less than one-fourth mile from beach.

All ashore to explore the island. Hundreds of sea lions and thousands of murres, some gulls and one hawk.

Captain and Sea Scouts went in for swim in crater of volcano; water 72° and strong sulphur smell and color. The bottom, under water, was almost too hot to stand on.

7:50 p.m. All on board and underway for Unalaska. Position of Bogoslof doubtful. Probably is four to five miles south of charted position. Have never had opportunity to take any observations here but coming from Unalaska in July we picked it up well on port bow so to be on safe side laid a course to allow for possible five-mile error in charted position. Course 60 psc.=76 true, log 33, half speed so as not to reach Cape Cheerful too early.

Light northerly breeze, overcast.

Log of The Northern Light

FROM BOGOSLOF ISLAND TO DUTCH HARBOR

Zone +11 AUGUST 25, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1	60 2	60	N	1	30 10	Smooth	W	48	
2	66	60	N	1					
3		60	N	1					
4		60	N	1	30 20			48	45
5									
6									
7									
8									
9									
10									
11									
NOON 12			N	2	30 22			52	
1									
2									
3									
4									
5									
6									
7									
8			N	2	30 25			50	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, August 25, 1927

NOTES ON LATITUDE OF BOGOSLOF.

On leaving Bogoslof (dep. from SE point) steered 76 true which should have put us nine miles north of Cape Cheerful if charted position of Bogoslof is correct.

Instead we found ourselves four miles north of Cape Cheerful which would indicate that the "Unalga" was right in reporting Bogoslof to lie five miles south of its charted position.

7:10 a.m. Anchored in Dutch Harbor waiting for U.S.C.G. "Haida" to leave oil dock. Clear weather but overcast.

8:00 a.m. Went alongside dock ahead of "Haida" and commenced filling up with fuel oil and water.

Following vessels are here or at Unalaska: "Algonquin," "Haida," "S.S. Victoria," Bureau of Fisheries' "Eider," Alaska Game Commission's "Seal" and several other small trading schooners.

Learned that "Company Harbor," Sannak Island, is charted as Acherk Harbor.

R. W. Hart (radio) deprived of shore liberty at Nome for being A.W.O.L., pardoned for good behavior. JOHN BORDEN, Master.

The Bay is full of whale food (crustaceans) and herring. Silver salmon just starting to run.

Capt. Borden ashore to call on Capt. Cochran.

Lunch on board the "Haida."

Log of The Northern Light

FROM DUTCH HARBOR TO UNALASKA

Zone +11 AUGUST 26, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			E		30 08			45	
9									
10									
11									
NOON 12			E		30 06			50	
1									
2									
3									
4									
5									
6									
7									
8			E		29 98			44	
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Friday, August 26, 1927

IDNIGHT TO EIGHT A.M.

Alongside dock at Dutch Harbor as before.

8:00 a.m. Cast off lines and steamed over to Unalaska going alongside dock to take on lubricating oil. Landed two meramec speedster canoes, two Johnson Outboard motors and one old town canoe and left them in one of Alaska Commercial Company's sheds.

Barometer falling, looks like SE gale outside.

Mr. Slaughter and Miss Ames off in launch to troll for silver salmon.

Noon. Fishing party returned, no luck. Mr. Grimm brought us some fresh cream, milk and butter. Bought some peaches at store and will have peaches and cream for lunch.

Noon to Midnight. Alongside dock. East wind, fog and rain all day.

Log of The Northern Light

FROM UNALASKA TO MORZHOVOI BAY

Zone +11 AUGUST 27, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			S	2	30 00			50	
9									
10		30	Calm		30 01	Smooth		53	
11		30	NW	1					
NOON 12		30/50	NW	1	30 02	Smooth		54	
1		50							
2:30		60							
3		60							
4		60	N	1	29 98	Smooth		55	
5		60							
6		60							
7		60							
8		60	SE	2	29 98	Smooth		55	
9	91	75	SE	2					
9:45	96	60	SE	2					
11		60	SE	2					
MID. 12	106	60	SSE	2	29 93	Smooth		51	48

8:00 A.M.	NOON	8:00 P.M.
Lat. Leaving	*Lat.* Between Lava Pt. and	*Lat.* Off Scotch Cap
Long. Unalaska	*Long.* Akun Hd., Akutan Id.	*Long.* Unimak Id.

Saturday, August 27, 1927

IDNIGHT TO EIGHT A.M.

Alongside dock at Unalaska as before until 7:45 a.m. when cast off lines and got underway for Sanak Islands. Took in towa fisherman bound for Akutan.

9:00 a.m. Priest Rock abeam distant 1.5 miles.

During day shot some "Whale Birds." Our Steward says he has seen the same enormous flocks of them around Australia and New Zealand where they go by the name of "mutton birds" and are highly prized as food by the natives of those regions.

2:30 p.m. Akun Head abeam, changed course to 60 psc. Light breeze from cloudy sky.

9:45 p.m. Four miles SE of Promontory Hill, log 96, sounding 50 fathoms. Changed course to 62 psc. = 78 true. Stopped starboard engine. Half speed port engine. Thick fog.

10:45 p.m. Sounding 60 fathoms. Light breeze, rain and fog all night.

Log of The Northern Light

FROM EAST ANCHOR COVE TO MORZHOVOI BAY

Zone +11 — AUGUST 29, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			Calm		29 72	Smooth		52	
9	55	347							
10									
11									
NOON 12			SE	2					
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, August 29, 1927

MIDNIGHT TO EIGHT A.M. At anchor in East Anchor Cove, Unimak Island, as before. Wind dying out but more fog. Barometer rising.

8:00 a.m. to Noon.

9:00 a.m. Weighed anchor and at 9:20 a.m. stood out on course North True for Kenmore Head, Morzhovoi Bay. No wind but thick fog.

10:30 a.m. Fog lifting. Morzhovoi Bay in sight, so changed course to 355 psc.

Noon to Midnight.

1:15 p.m. Anchored in five fathoms, west of Boiler Point, Morzhovoi Bay. Light SE breeze, wind and rain.

During afternoon explored lagoons looking for geese. Also trolled for silver salmon. Evidently too early for either as saw no geese and caught no salmon.

Some men working for Bureau of Fisheries came aboard at about 6:00 p.m. to find out when Victoria would reach False Pass as they were going out on her. Said they had seen one bear today and that lots of geese would come along later.

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +11 AUGUST 30, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8			NW	1	29 99			52	
9									
10									
11									
NOON 12	80	125	NW	3	30 02	Mod.	NW	53	
1									
2									
3:20	105 5	E							
4	12 2	E	NW	2	30 10	Mod.	NW	58	
5									
6									
7									
8	43	E	NW	1	30 16	Swell	SW	56	
9									
10									
11									
MID. 12	71 3	E	NW	1	30 18	Swell	S	52	

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.* Off Umga Id.	*Lat.* 54–18N
Long.	*Long.* Alaska Peninsula	*Long.* 161–28W

Tuesday, August 30, 1927

MIDNIGHT TO EIGHT A.M.

Anchored off Boiler Point, Morzhovoi Bay, as before.

8:00 a.m. to Noon.

Underway for San Francisco at 9:30 a.m.

Noon to 8:00 p.m.

Steaming through channel between Hague Rock and Sanak Islands.

3:20 p.m. Changed course to East psc. (Dev. 1° Easterly by time azimuth) and took departure from Hague Rock bearing 24 true, distant three miles. Log 105½.

7:00 p.m. Rated chronometers by R.T.S. San Francisco. Sent radio to Harry Scott predicting arrival in San Francisco September 10th.

Wind about gone and sails slatting back and forth so took in all sails.

8:00 p.m. to Midnight. Steaming East by compass as before. Very light breeze and clear sky. Heavy swell from South.

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +11 — AUGUST 31, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		E							
2		E							
3		E							
4	101 5	E	NW	2	30 18	Swell	S	50	
4:30	105	95							
6		95							
7		95							
8	31	95	NW	2	30 22	Swell	S	51	
9									
10									
11									
NOON 12	60 5	95	NW	2	30 21	Mod.	NW	53	
1									
2									
3									
4	90 5	95	WNW	3	30 21	Mod.	NW	56	
5									
6									
7									
8	20 8	95	WNW	3	30 21	Mod.	NW	52	
9									
10									
11									
MID. 12	50	95	WNW	2	30 20	Mod.	SW	51	

8:00 A.M.	NOON	8:00 P.M.
Lat. 53–53N DR.	*Lat.* 53–31–50N OBS.	*Lat.* 53–06N DR.
Long. 159–32W OBS.	*Long.* 158–55W OBS.	*Long.* 157–21W DR.

At 11:30 P.M. set clocks ahead 30 m., new zone +10½.

Wednesday, August 31, 1927

PROCEEDING under power and sail on great circle course for San Francisco.

4:30 a.m. Changed course to 95 psc. Log 105.

11:00 p.m. Port engine stopped on account trouble with clutch.

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +10 SEPTEMBER 1, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		95	NW	3					
2									
3									
4	69	95	NW	3	30 19	Mod.	SW	51	
5									
6									
7									
8	100 4	95	NW	3	30 19	Mod.	SW	52	
9									
10									
11									
NOON 12	31 7	95	NW	3	30 22	Mod.	SW	57	
1									
2									
3									
4	63	90	NW	3	30 22	Mod.	SW	62	
5									
6									
7									
8	94 3	90	NW	2	30 22	Mod.	SW	56	
9									
10									
11									
MID. 12	27 3	90	NW	2	30 18	Mod.	SW	53	

8:00 A.M.	NOON	8:00 P.M.
Lat. 52–30N DR.	*Lat.* 52–12N OBS.	*Lat.* 51–43N OBS. POLARIS
Long. 155–15W DR.	*Long.* 154–56W OBS.	*Long.* 153–26W DR.

At 2:30 A.M. set clocks ahead 30 m., new zone +10.

Thursday, September 1, 1927

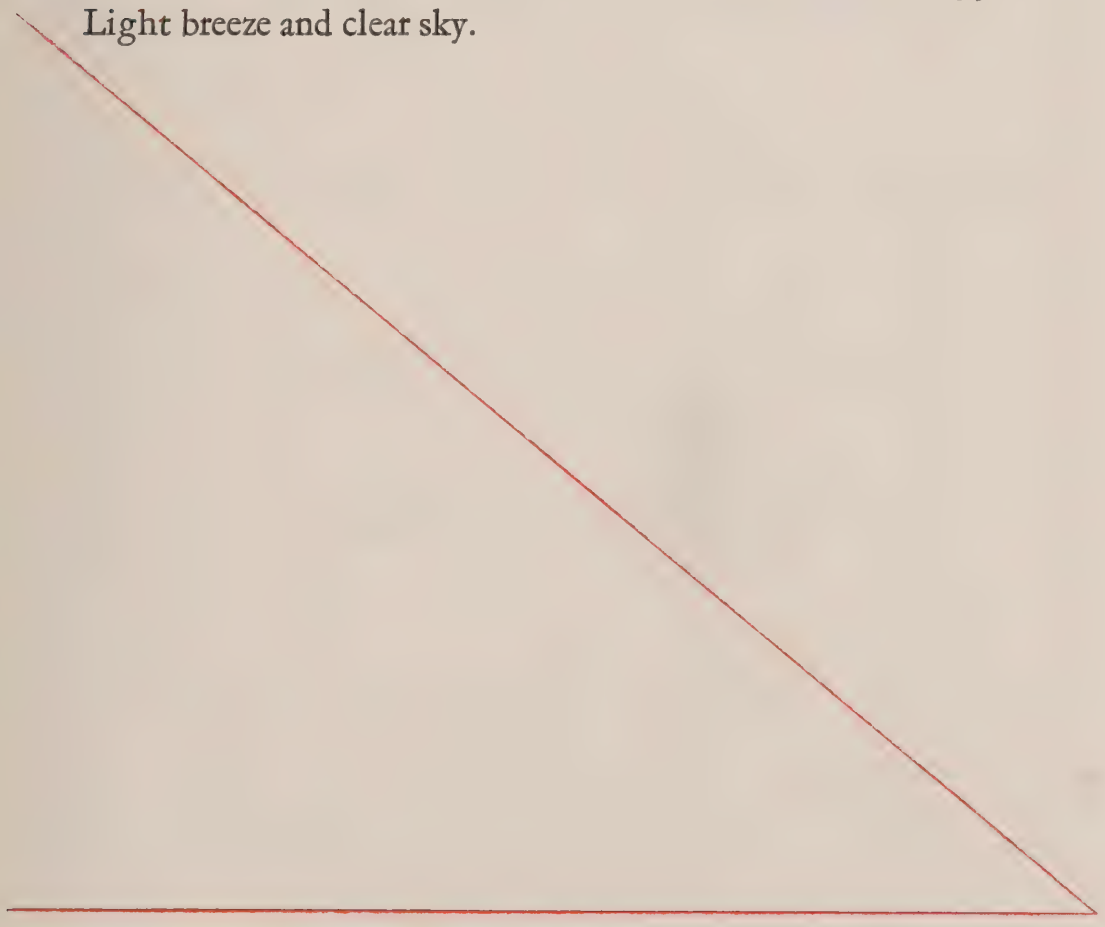
UNDER power and sail as before.

3:05 a.m. Started port engine—out of commission since 11:00 p.m. last night.

At 1:15 p.m. log 41.5. Changed course to East (comp.) Dev. Standard Comp. Ship's Head 95 found to be 1° East.

Run from Anchorage in Morzhovoi Bay to noon, August 31	185 miles
Run from noon, August 31, to noon, September 1	172 miles
Total	357 miles

Light breeze and clear sky.



Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +10 — SEPTEMBER 2, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		90							
2									
3									
4	61 1	90	W	3	30 04	Mod.	SW	52	
5									
6									
7									
8	96 1	90	W	4	29 96	Mod.	W	52	
9									
10									
11									
NOON 12	30 7	90	W	4	29 86	Mod.	W	54	
1									
2									
3									
4	65 3	90	W	4	29 79	Mod.	W	54	
5									
6									
7									
8	99	90	W	4	29 74	Mod.	W	52	
9									
10									
11									
MID. 12	135 1	90	W	4	29 68	Mod.	W	52	

8:00 A.M.	NOON	8:00 P.M.
Lat. 51–01–30 DR.	*Lat.* 50–50–20N OBS.	*Lat.* 50–30N DR.
Long. 150–55 DR.	*Long.* 150–13W OBS.	*Long.* 148–34W DR.

Friday, September 2, 1927

AS BEFORE. Fresh breeze and cloudy sky.

Run to noon	198 miles
Previous run	357 miles
Total	555 miles

8:00 p.m. Fresh breeze, cloudy sky and big sea.

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +10 — SEPTEMBER 3, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		90	W	4					
2									
3									
4	71 8	90	W	4	29 68	Rough	W	50	
5									
6									
7									
8	108 7	90	W	5	29 58	Rough	W	50	
9									
10									
11		115							
NOON 12	35 5	115	W	6	29 52	Rough	W	52	
1				7					
2				8					
3				8					
4	67 3	115	W	8	29 48	Heavy	W	51	
5				8					
6				8					
7				8					
8	97 7	115	W	8	29 57	Heavy	W	50	
9				8					
10				9					
11				9					
MID. 12	123	115	W	9	29 60	Heavy	W	50	

8:00 A.M.	NOON	8:00 P.M.
Lat. 49–58N DR.	*Lat.* 49–41-30N OBS.	*Lat.* 48–55N DR.
Long. 146W OBS.	*Long.* 145–30W OBS.	*Long.* 144–25W DR.

Saturday, September 3, 1927

OUR A.M. Wind and rain squalls, big sea.

8:00 a.m. Jaws of fore gaff broke so had to lower foresail. Changed course to 70 psc. at 8:30 a.m., log 110.

Stopped port engine, full speed on starboard engine. Heavy sea and strong wind.

8:45 a.m. Another fire in exhaust so stopped starboard engine and rang up full speed on port engine.

10:10 a.m. Log 22. Changed course to 115 psc. Unable to hold other course on account danger from following seas.

Noon.

Run to noon	197 miles
Previous run	555 miles
Total	752 miles

1:00 p.m. Starboard engine OK. Half speed on both engines. Jib and staysail only. Sea and wind increasing.

8:00 p.m. Weather reports by radio as follows:

50-34 and 141-31, Barometer 29.17, WSW 8. Very heavy sea, cloudy.

50-53 and 135-04, Barometer 29.55, SW 4. Rough, clear.

51-03 and 144-03, Barometer 29.29, W×N 8. High sea, squally.

51-47 Barometer 30.08, WNW 9. Very high sea.

51-13 and 142-05, Barometer 29.17, WSW 8. Very high sea.

49-17 and 146-33, Barometer 29.53, WNW 7. Sea high, clear.

44-47 and 140-04, Barometer 29.81, W 7. High sea.

52-18 and 143-42, Barometer 29.65, NW 10. Mountainous sea.

*48-52 and 144-25, Barometer 29.60, W 9. Very high sea, cloudy.

*Our position.

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +10 — SEPTEMBER 4, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		115	W	9					
2			W	9					
3			W	10					
4	47 7	115	W	10	29 65	Very High Sea		50	
5	54	115	W	10					
6		105	W	10					
7			W	9					
8	73	105	W	9	29 74			52	
9			W	8					
10			W	8					
11			W	8					
NOON 12	97 5	105	W	8	29 75			52	
1		100		8					
2				8					
3				8					
4	21 3	100	W	8				54	
5				7					
6				7					
7				7		Very High Sea			
8	44	100	W	7				54	
9		105		7					
10		105		7					
11		105		7					
MID. 12	61	105	W	8				53	

8:00 A.M.		NOON		8:00 P.M.	
Lat. 48–02N	DR.	*Lat.* 47–44N	OBS.	*Lat.* 47–23N	DR.
Long. 143–05W	DR.	*Long.* 142–31W	OBS.	*Long.* 141–31W	DR.

Sunday, September 4, 1927

MIDNIGHT TO EIGHT A.M.

Westerly gale and very high sea as before. Running before it, engines stopped and no canvas except forestaysail.

5:00 a.m. Log 54 changed course to 105 psc. to make vessel ride easier.

8:00 a.m. Logged 75 miles in last 12 hours with staysail only.

10:00 a.m. Gale blowing as hard as ever, mountainous sea, put oil bags over. Made 178 miles by observation as against 162 by log.

Noon to midnight. Running before gale as before.

4:00 p.m. Wind moderating, longer between squalls.

Run to noon	178 miles
Previous run	752 miles
Total	930 miles

Midnight. Log 61, changed course to 115 psc. Heavy squalls again.

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +10 — SEPTEMBER 5, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		115	W	10		Very	W		
2		115	W	10		High			
3		115	W	6		Sea			
4		115	W	6	30 02	Heavy	W	54	
5		115	W	6					
6		115	W	5					
7		115	W	5					
8	110	120	W	5	30 24	Rough	W	55	
9		120							
10		120							
11		120							
NOON 12	41 5	120	NW	5	30 32	Rough	W	57	
1		100				Rough	W		
2						Rough	W		
3						Rough	W		
4						Rough	W		
5	79		NW	5		Rough	W		
6:15	88 7	100/90				Rough	W		
7						Rough	W		
8	102 2	90/100	NW	3	30 40	Swell	NW	58	
9		100				Swell	NW		
10		100				Swell	NW		
11		100				Swell	NW		
MID. 12	32 2	100	NW	3		Swell	NW	58	

8:00 A.M.		NOON		8:00 P.M.	
Lat. 46–29N	DR.	*Lat.* 46–02N	OBS.	*Lat.* 45–29N	DR.
Long. 140–19W	DR.	*Long.* 140–00W	OBS.	*Long.* 138–39W	DR.

At 9 P.M. set clocks ahead 30 m., new zone +9½

Monday, September 5, 1927

MIDNIGHT TO EIGHT A.M.

As before, very heavy squalls and hail from 12:00 midnight to 2:00 a.m. Then wind and sea commenced to moderate.

6:30 a.m. Log 100. Half speed on both engines.

7:10 a.m. Log 104. Changed course to 120 psc.

7:15 a.m. Full speed both engines.

Noon to 8:00 p.m.

Run to noon	140 miles
Previous run	930 miles
Total	1070 miles

Repairing broken fore gaff.

1:30 p.m. Changed course to 100 psc. Are now once again on our course for San Francisco.

6:15 p.m. Log 88.7. Course 90 psc.

8:00 p.m. Foresail started to rip at reef cringle. Took it in. Changed course to 100 psc.

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +9 — SEPTEMBER 6, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1		100							
2									
3									
4	52	100	NW	2	30 42	Swell	NW	57	
5									
6									
7									
8	80 3	100	NW	2	30 44	Swell	NW	58	
9									
10									
11									
NOON 12	109	100	NW	2	30 52	Swell	NW	60	
1									
2									
3									
4	137	100	NW	2	30 50	Swell	NW	61	
5									
6									
7									
8	65 4	100	NW	1	30 50	Swell	NW	61	
9									
10									
11									
MID. 12	94	100	N	1	30 50	Swell	NW	60	

8:00 A.M.		NOON		8:00 P.M.	
Lat. 44–45N	DR.	*Lat.* 44–30N	DR.	*Lat.* 43–59N	DR.
Long. 137–05W	DR.	*Long.* 136–30W	DR.	*Long.* 135–26W	DR.

At 2 A.M. set clocks ahead 30 m., new zone +9.

Tuesday, September 6, 1927

THREE THIRTY A.M. Port engine stopped on account of fire in exhaust.

4:00 a.m. Full speed again. Light breeze and cloudy and continued so all day.

Midnight. Wind hauling north. Light rain.

Run to noon	170 miles
Previous run	1070 miles
Total	1240 miles

Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +9 SEPTEMBER 7, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1		100							
2									
3									
4	23	100	N	1	30 45	Mod.	NW	59	
5									
6									
7									
8	52	100	NW	2	30 43	Mod.	NW	59	
9									
10				3					
11									
NOON 12	81	100	NW	4	30 44	Mod.	NW	63	
1									
2									
3									
4	11 5	100	NW	4	30 40	Mod.	NW	69	
5									
6									
7									
8	45 2	100	NW	4	30 36	Mod.	NW	64	
9									
10									
11									
MID. 12	81 5	100	NW	4	30 30	Mod.	NW	62	

8:00 A.M.	NOON	8:00 P.M.
Lat. 43–11–30N DR.	*Lat.* 42–55N DR.	*Lat.* 42–15N OBS.
Long. 133–44W DR.	*Long.* 133–10W DR.	*Long.* 132–17–30W OBS.

Wednesday, September 7, 1927

MIDNIGHT TO EIGHT A.M.

Steering as before, 100 psc. Light breeze and cloudy sky.

8:00 a.m. to noon.

As before. Wind freshening a little and hauling more to the north. Sun coming out for first time in two days.

Noon to 8:00 p.m.

2:00 p.m. Set mainsail, staysail and fisherman staysail.

3:20 p.m. Starboard engine stopped on account of fire in exhaust.

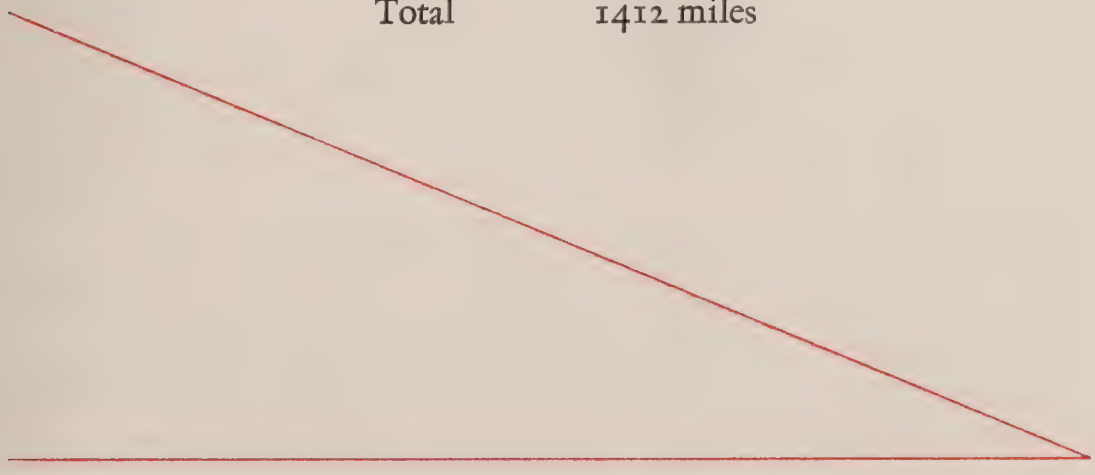
4:20 p.m. Full speed again. Sighted five masted barkentine bound north.

8:00 p.m. to midnight.

As before.

9:00 p.m. Received radio saying we have been assigned south side of Pier 23, outer berth, by Chief Wharfinger of San Francisco.

Run to noon	172 miles
Previous run	1240 miles
Total	1412 miles



Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +8 — SEPTEMBER 9, 1927

Hour	Patent Log	Compass Course	Wind From	Wind Force	Barometer	Sea Condition	Sea From	Temperature Air	Temperature Water
A.M. 1									
2									
3									
4	30	90	NW	6	30 00	Rough	NW	62	
5									
6									
7									
8	64 7	90	NW	6	29 90	Rough	NW	62	
9									
10									
11									
NOON 12	98 5	90/100	NW	5	29 86	Lt. Sea	NW	64	
1									
2									
3									
4	27	100	NW	4	29 84	Lt. Sea	NW	67	
5									
6									
7									
8	60 5	100	NW	3	29 90	Lt. Sea	NW	60	
9		110							
10									
11									
MID. 12	87 5	110	NW	2	29 90	Lt. Sea	NW	58	

8:00 A.M.	NOON	8:00 P.M.
Lat. 39–30N OBS.	*Lat.* 39–21–20N OBS.	*Lat.* 38–46N OBS.
Long. 126–10W OBS.	*Long.* 125–27W OBS.	*Long.* 124–18W OBS.

At 1:30 A.M. set clocks ahead one hour, new zone +8.

Friday, September 9, 1927

MIDNIGHT TO NOON.

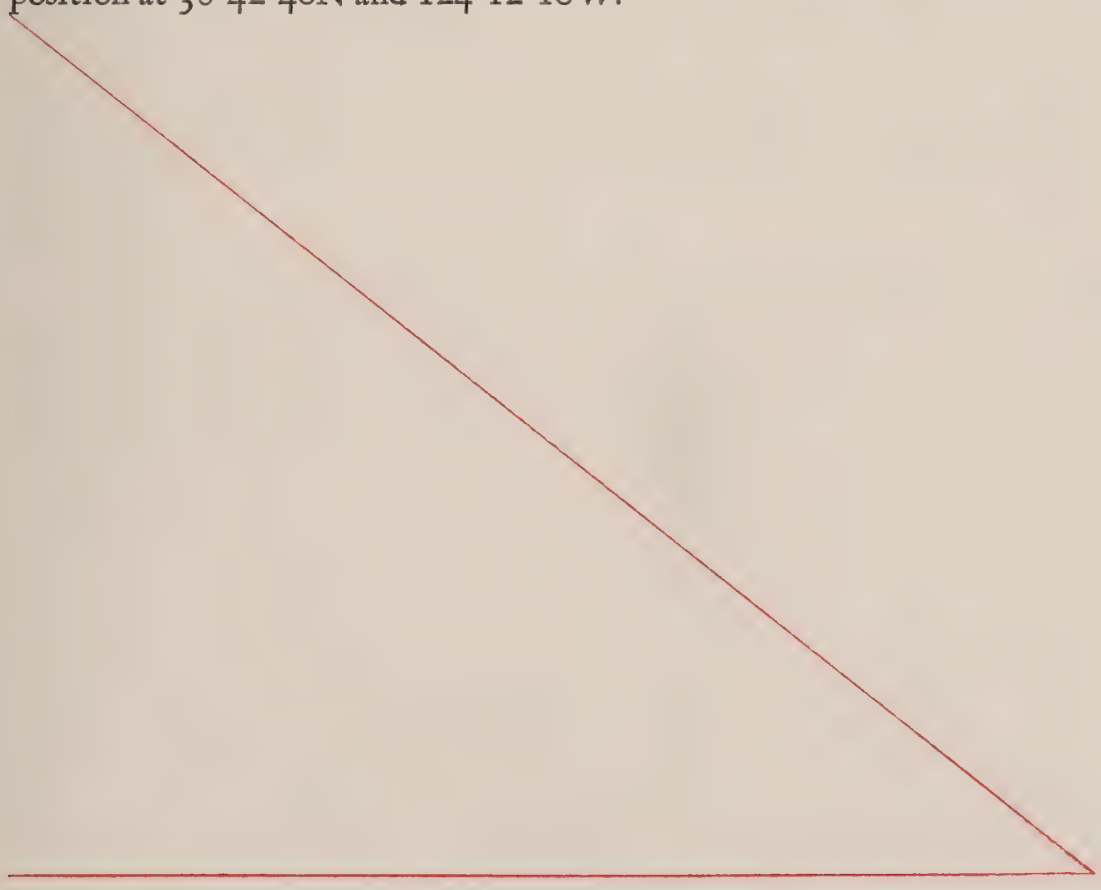
As before on course 90 psc.

Run to noon	212 miles
Previous run	1624 miles
Total	1836 miles

4:15 p.m. Not so much wind. Speed down to seven knots so full speed with both engines.

8:00 p.m. Took in mainsail and changed course to 110 psc. = 130 true.

9:30 p.m. Obtained good observation of Polaris and Jupiter and fixed position at 38-42-40N and 124-12-10W.



Log of The Northern Light

FROM MORZHOVOI BAY TO SAN FRANCISCO

Zone +8 SEPTEMBER 10, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4	16	110	NW	2	29 92	Mod.	NW	56	
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Saturday, September 10, 1927

IDNIGHT TO EIGHT A.M.

As before on course 110 psc. Fog.

4:45 a.m. Log 21.5, depth 80 fathoms.

5:01 a.m. Log 23.5, radio bearings Point Reyes 289 and Montara 312. These check OK.; right on course.

6:20 a.m. Radio bearings: Point Reyes 254, Montara 313. OK.

7:00 a.m. Log 37. Changed course to 105 psc. Point Reyes abeam but not visible in fog. Are now heading 125 true for San Francisco Lightship.

6:58 a.m. Radio bearings: Point Reyes 212, Montara 315, Farallones 351. OK.

During forenoon had another bad fire in exhaust.

8:51 a.m. Radio bearings: Point Reyes 159, Montara 315, Farallones 36. OK.

10:30 a.m. Pilot on board.

Noon. Passing through Golden Gate exactly at 12 noon. Mrs. Scott and party came aboard. Fog lifted.

Docked at Pier 23 at 1:00 p.m.

Log of The Northern Light

AT SAN FRANCISCO

Zone +8 SEPTEMBER 11, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12			SW	2	29 86			62	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Sunday, September 11, 1927

ALONGSIDE Pier 23, San Francisco.

6:30 a.m. to 9:30 a.m.

Most of crew given shore liberty. One mate, one engineer and three sailors required to be aboard at all times.

Log of The Northern Light

AT SAN FRANCISCO

Zone +8 SEPTEMBER 12, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Monday, September 12, 1927

ALONGSIDE Pier 23, San Francisco, as before.

Unloading skins, heads, etc.

Paid off R. W. Hart, radio.

Reported to Immigration Office that was paying off Whatmough and Canac, aliens. An inspector came down and said to go ahead as these aliens had been checked at Nome.

Sent all Nautical Instruments to Weule for safekeeping.

Log of The Northern Light

FROM SAN FRANCISCO TO OAKLAND

SEPTEMBER 13, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Tuesday, September 13, 1927

EFT pier 23, San Francisco, at 11:00 a.m. and steamed to General Drydock and Engineering Company, Oakland Estuary where vessel was hauled out to have bottom painted.

Log of The Northern Light

AT OAKLAND

Zone +8 SEPTEMBER 14, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Wednesday, September 14, 1927

IN DRYDOCK at General Engineering Company's yard, Oakland Estuary.

Log of The Northern Light

AT OAKLAND

Zone +8 SEPTEMBER 15, 1927

Hour	Patent Log	Compass Course	Wind		Barometer	Sea		Temperature	
			From	Force		Condition	From	Air	Water
A.M. 1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
NOON 12									
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
MID. 12									

8:00 A.M.	NOON	8:00 P.M.
Lat.	*Lat.*	*Lat.*
Long.	*Long.*	*Long.*

Thursday, September 15, 1927

LEFT General Engineering Company's yard and proceeded to W. F. Stone and Son's Yard, Oakland and tied up there for an indefinite stay.

Out of commission.

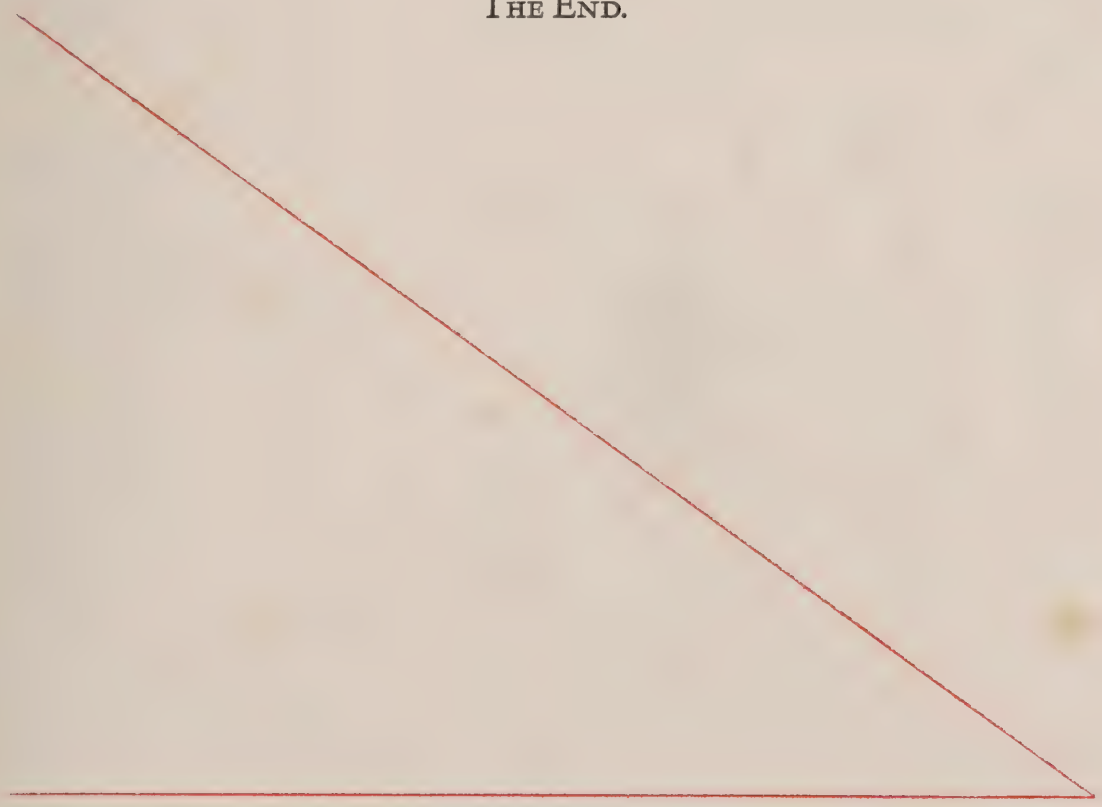
Paid off crew. Sea Scouts to be free Friday noon.

Retained Hans Dahl and William F. Joseph to look after the vessel.

Also arranged with Ericksen, Chief, to turn engines over once a week.

Gave Lester Stone an order for alterations and repairs.

THE END.



PROVISIONS USED BY TWENTY-FIVE PERSONS IN FIVE MONTHS

	LBS.
FATS	
Butter in Tins	1000
Lard	200
Crisco or Deleco	200
Olive Oil, 2 gals.	15
Cheese	200
SOUPS	
Knorrs Pea Soup with Bacon, for camp	50
Liebigs Beef Extract, for invalids, 1 case	
Assorted Canned Soups, 72 cases	
FRUITS	
Apples, dried	300
Prunes, dried	150
Apricots, dried	150
Peaches, dried	150
Figs, dried	100
Raisins	72
Dromedary Dates	72
Nuts, assorted—shelled	200
Canned Pineapple, 8 cases	400
Canned Grapefruit (very good) 5 cases	250
Canned Peaches, 8 cases	400
Canned White Cherries, 8 cases	400
Canned Sour Cherries, 8 cases	400
Canned Pears, 8 cases	400
Canned Green Gage Plums, 8 cases	400
Dried Coconut	12
MEATS	
Bacon	500
Ham	600
Eggs, 15 cases	
Powdered Eggs, 2 cases	50
Canned Corned Beef Hash	500
Canned Corned Beef, 5 cases	
Salt Pork	100
Hamburger Steak & Onions, Libby—15 cases	
Ragon, Libby—15 cases	
Frankfurters, Libby—15 cases	
Ox Tongue, 2 cases	
Veal Loaf, 2 cases	
Chicken a la King, 1 case	
Welsh Rarebit, 1 case	
Fresh Beef and Fish, bought en route	2000

PROVISIONS USED

	LBS.
CONDIMENTS	
Salt, 1 case Picnic Salt, 600 lbs. Table Salt, 500 lbs. Dairy Salt	1200
Pepper, 10 white, 5 black, 3 cayenne, 2 Nepaul	20
Celery Salt, 6 bottles	
Mustard, 1 case Coleman's Eng. Mustard, 5 cases Prepared Mustard	40
Nutmeg	3
Cinnamon (stick)	10
Cloves	5
Ginger	5
Curry Powder	10
Chutney, 3 doz. bottles	36
Worcestershire Sauce, 2 cases	50
A-1 Sauce, 2 cases	50
Sage	3
Savory	3
Catsup, 5 cases	250
Chili Sauce, 2 cases	100
Vanilla Extract	10
Olives	25
Lemon Extract	5
Pickles	50
Salad Dressing, 5 cases	
CEREALS	
White Flour	2000
Pancake Flour	500
Rye Flour	300
Corn Meal	200
Bran Flakes—6 cases, 300 individual	50
Grape Nuts—8 cases, 400 individual	100
Oatmeal	350
Wheatena	100
Rice	400
Baking Powder	75
Baking Soda	30
Ry-Krisps (very good)	200
Huntley & Palmer Cookies	100
Corn Starch, 4 cases	
Lye Hominy, 5 cases	250
Tapioca	20
Magic Yeast, 3 boxes	
Gelatin, 15 boxes	
Macaroni, 15 boxes	150
BEVERAGES	
Tea (in quarter-pound tins)	60
Coffee (in 1-lb. tins unground)	400
Cocoa (in 1-lb. tins)	100
Evaporated Milk, 1-lb. tins	1640
Klim—dried milk, 240 cans	
Concentrated Orange Juice, 144 bottles	36
Grape Juice, 360 bottles	90
Lime Juice, 36 quarts	72
Cider, 12 doz. pints	144
SWEETS	
Sugar, granulated	1200
Sugar, powdered	50
Maple Syrup, 25 gallons	200
Jams, assorted	600
Marmalade	200
Honey	100
Bakers' Premium Chocolate, 6 cartons	72
Bakers' Ind. Sweet Chocolate, 3 cases	200
Caramel Sugar	20
Icing Sugar	20

PROVISIONS USED

	LBS.
VEGETABLES	
Canned Asparagus, 7 cases	
Canned Peas, 10 cases	
Canned Corn, 10 cases	
Canned Tomatoes, 16 cases	
Canned Baked Beans Without Tomato Sauce, 5 cases	
Canned Sauerkraut, 5 cases	
Australian Brown Onions, 5 crates	
Irish Potatoes, 10 crates	
Dried Beans	200
Split Peas	100
Bussler's Dehydrated Vegetables, 10 cases	
Fresh Vegetables as available en route	
MISCELLANEOUS	
Safety Matches, 10 cases	
Bluebird Matches, 2 cases	
Paper Napkins, 15 thousand	

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BORDEN-FIELD MUSEUM ALASKA-ARCTIC EXPEDITION

AUX. SCH. YACHT "NORTHERN LIGHT"

September 27th,
1 9 2 7.

This is to certify that

Mr. W. H. WHATMOUGH

served as Steward on the Aux. Sch. Yacht Northern Light from April 15th to September 15th, 1927, completing a cruise of eleven thousand miles from San Francisco to Victoria, Ketchikan, Juneau, Unga, Dutch Harbor, Bogoslof Island, St. Pauls Island, St. Lawrence Island, Nome, Arctic Ocean to Herald and Wrangel Islands and back to San Francisco.

I wish to take this opportunity of commending Mr. Whatmough for his ability and the fine spirit in which he did his work.

J. Ken Borden.

Owner and Master.

JB/B

San Francisco 11 Sept '27.

BORDEN-FIELD MUSEUM ALASKA-ARCTIC EXPEDITION
AUX. SCH. YACHT "NORTHERN LIGHT"

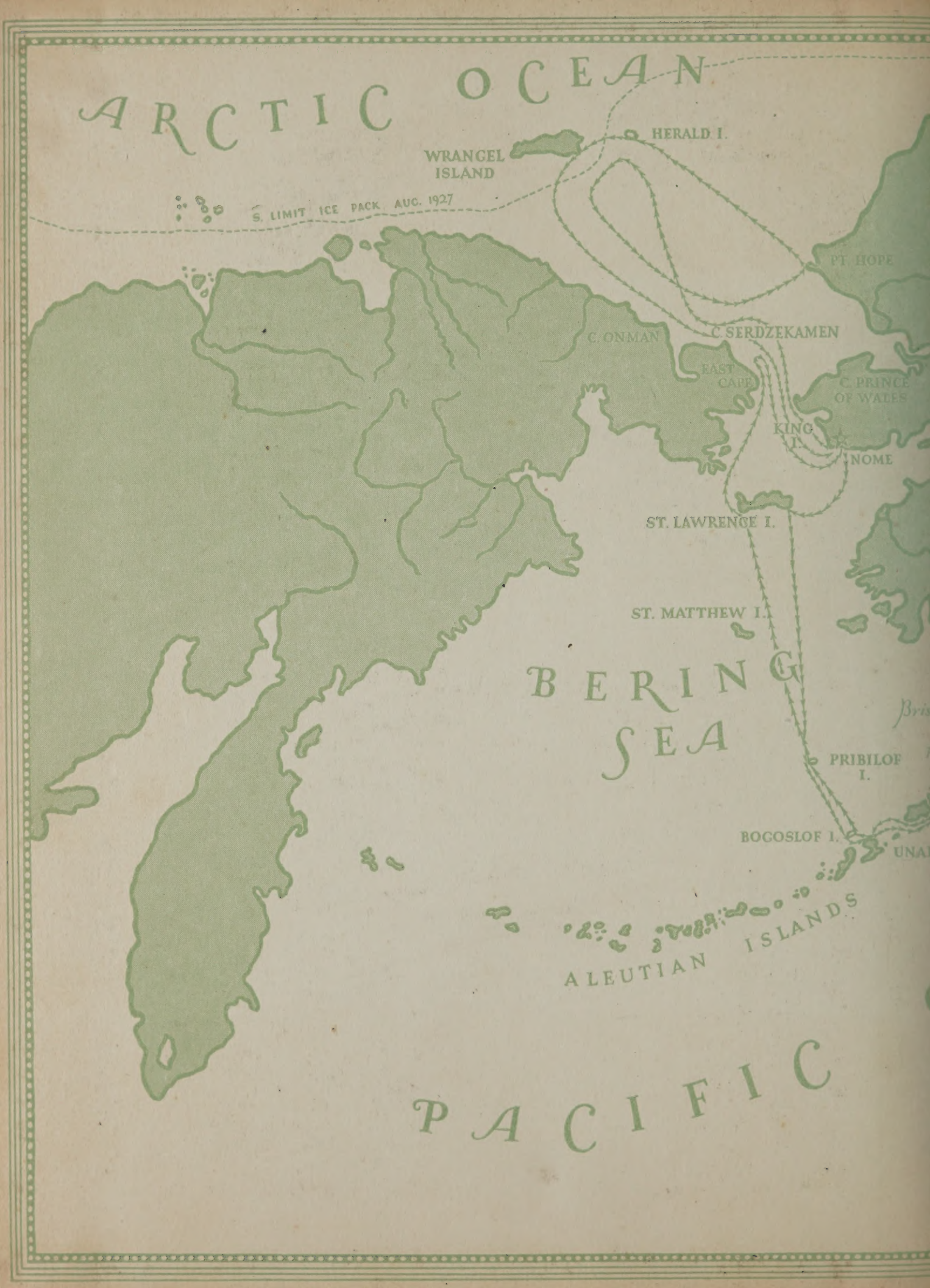
To Officers & Crew

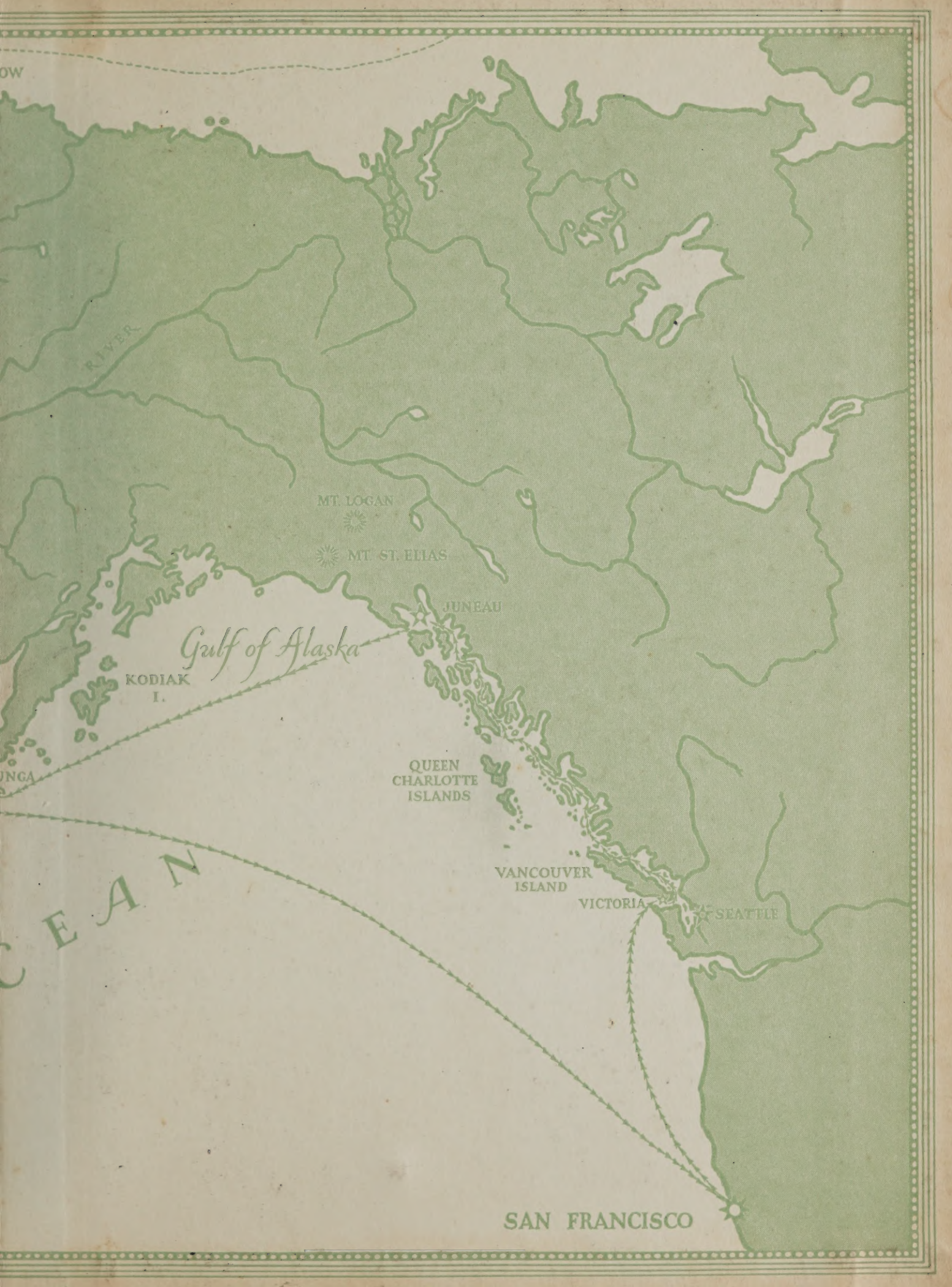
As soon as possible after my return to Chicago I will send to each and all of you.

1. Copy of Ships Log.
2. Complete set of photographs.
3. Letter stating you were member of crew on this voyage - capacity in which you served and that your services were highly satisfactory etc.
4. Chart of Voyage.

You have been a fine crew. the best I ever sailed with. and I want to thank you all for your work and the willing spirit in which you carried it out.

Yours Borden
Master.


ARCTIC OCEAN
HERALD I.
WRANGEL ISLAND
S. LIMIT ICE PACK AUG. 1927
PT. HOPE
C. ONMAN
C. SERDZEKAMEN
EAST CAPE
C. PRINCE OF WALES
KING I.
NOME
ST. LAWRENCE I.
ST. MATTHEW I.
BERING SEA
PRIBILOF I.
BOGOSLOF I.
ALEUTIAN ISLANDS
PACIFIC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